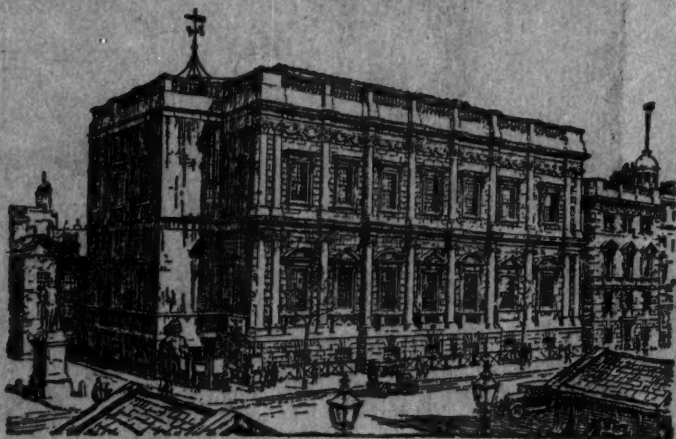


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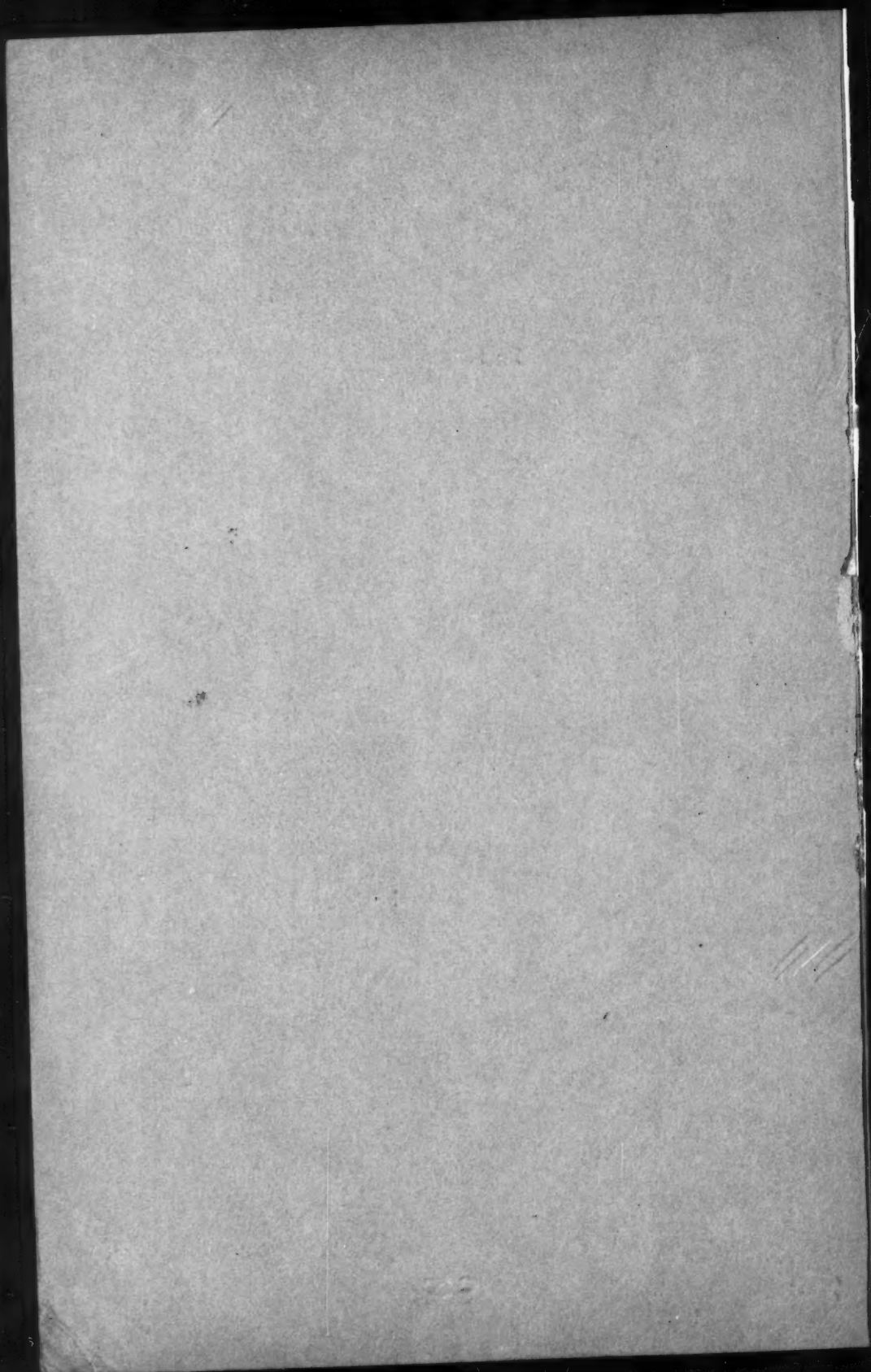
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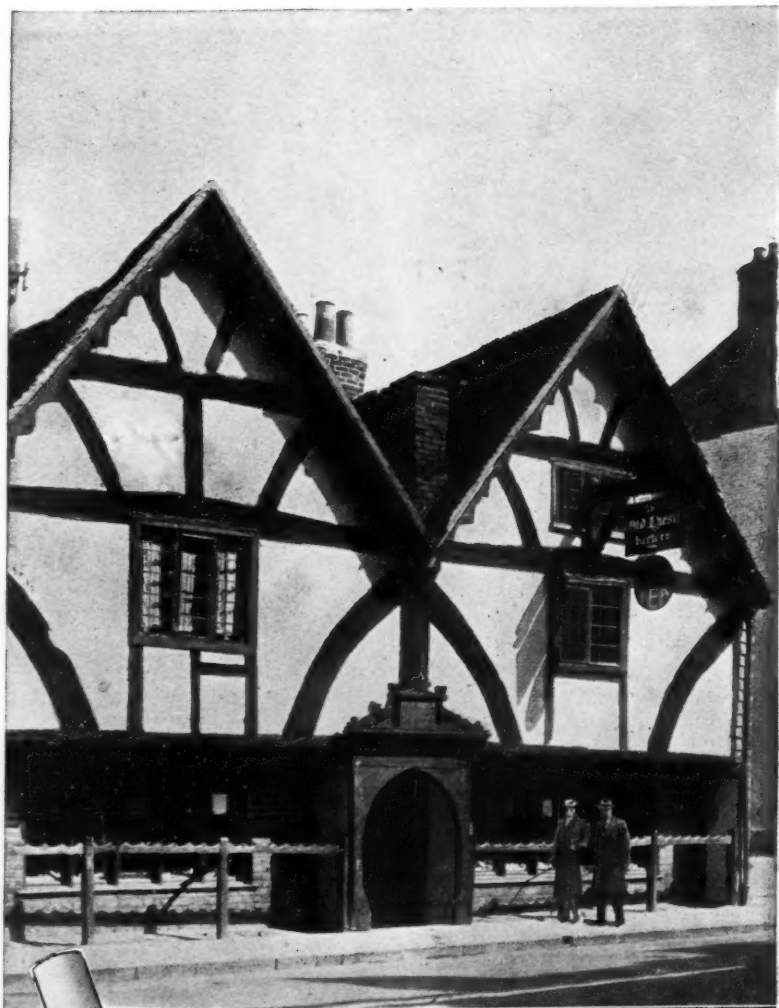


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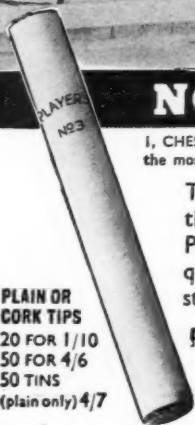
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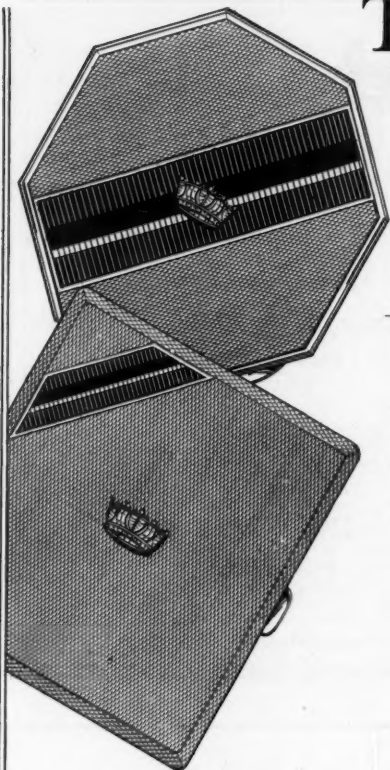
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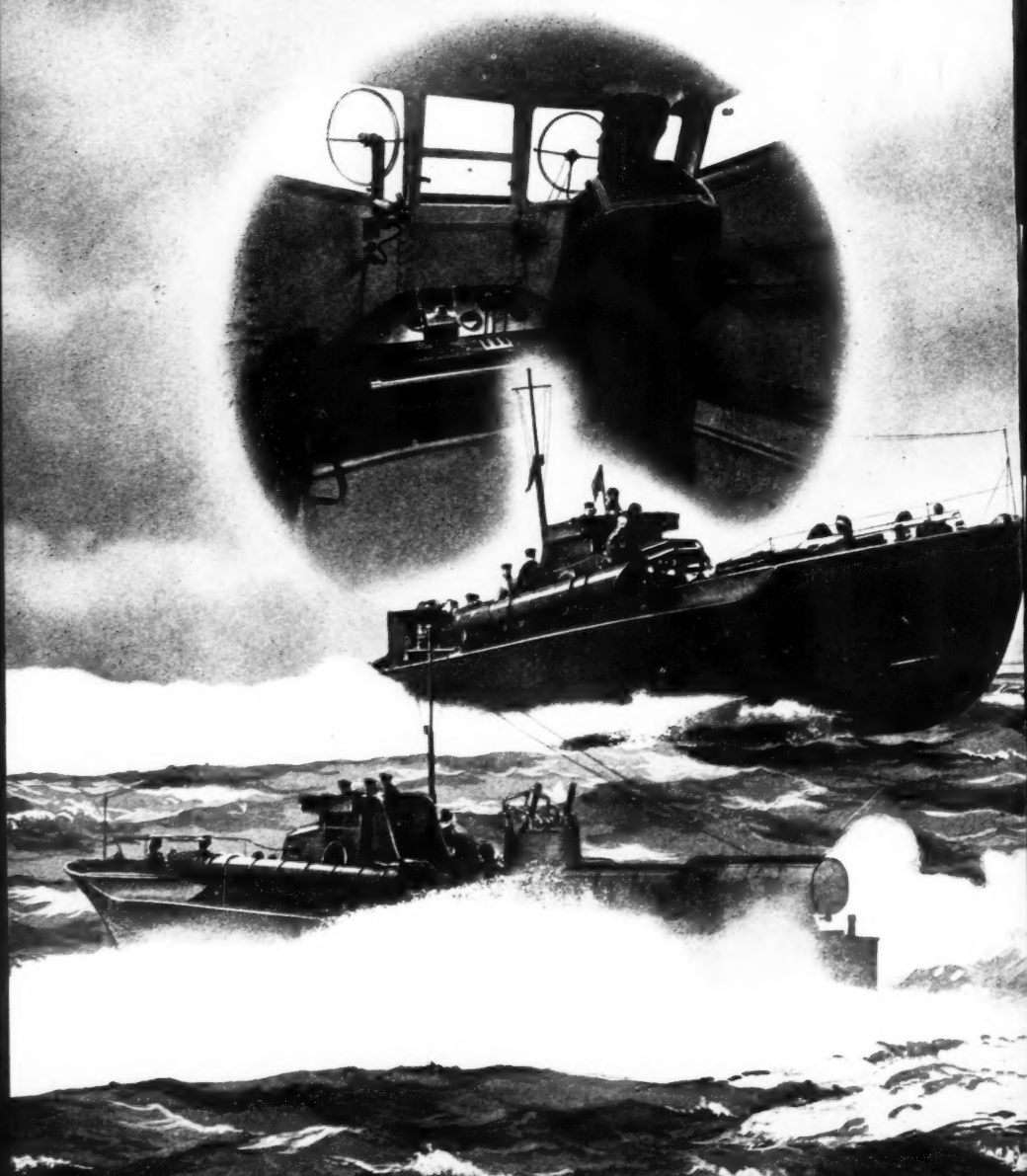


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 Captain S. C. W. Hearn, Royal Artillery.
 Captain W. H. R. Clifford, 3rd Bn. 1st Punjab Regiment.
 Captain J. R. Neighbour, The Green Howards.
 Lieut.-Colonel T. Fetherstonhaugh, The Queen's Royal Regiment.
 2nd Lieutenant Yitshaq Ben-Aharon, Auxiliary Military Pioneer Corps.
 Lieutenant A. N. Davis, Royal Engineers, temp. Pilot-Officer, R.A.F.
 Major R. G. L. Rivis, Royal Army Service Corps.
 Major A. C. Gordon Smythe, Pioneer Corps.

ROYAL AIR FORCE

Pilot Officer C. D. H. Macartney-Filgate, R.A.F.

CIVILIAN MEMBER

James H. Wood, Esq.

Trench Gascoigne Prize Competition

The following subject has been selected by the Council for the Trench Gascoigne Prize Competition (Three Services) 1941 :—

"The war has demonstrated the remarkable effectiveness and versatility of air power in support of naval and military operations and also against the enemy's industries. What can be learnt from this in respect of the future organization of the three fighting Services?"

Particulars of the competition will be found in the leaflet enclosed in this Journal. Additional copies can be obtained on application to the Secretary.

No award of the Gold Medal of the Institution will be made during the war.

EVACUATION OF LIBRARY

The Council have been anxious for the preservation of the Institution's Library, and the books have now been moved to a safer locality.

By courtesy of Lord Newborough, the Library is now established at :—

Glynllivon,

Carnarvon,

N. Wales.

The Lending Library will continue to provide the usual facilities to Members, and requests for books will be dealt with promptly. All communications should be addressed, and all books after loan returned to the Librarian, Royal United Service Institution, at Glynllivon.

Circumstances permitting, the Institution will remain open, and the Reading Room will continue to be provided with the leading papers, periodicals and writing materials for the use of Members.

Certain Reference books have also been retained in London.

JOURNAL

The Service Departments have signified that they will continue to give facilities for the publication of the R.U.S.I. JOURNAL, and serving officers are invited to offer suitable contributions.

Matter which might be of value to the enemy must, of course, be entirely eliminated; but there is still ample scope for professional articles relating to former campaigns, especially the War 1914-18, which might contain useful lessons at the present time; also contributions of a general Service character, such as Strategic Principles, Command and Leadership, Morale, Staff Work, Naval, Military and Air Force history, customs and traditions.

Date of Publication

While every endeavour is made to produce the Journal in the usual quarterly months, punctual publication cannot be guaranteed in existing circumstances.

CHANGES OF ADDRESS

Members are particularly requested to notify any change of address which will affect the dispatch of their JOURNALS.

Such notifications should be received by the 10th of the month preceding publication; i.e., by 10th January, April, July and October.

MUSEUM

War Exhibits

Members and others interested in the R.U.S.I. Museum are asked to keep a look out for relics of the present war of very special interest and to arrange for them to be preserved in a place of safety pending the Museum being re-opened.

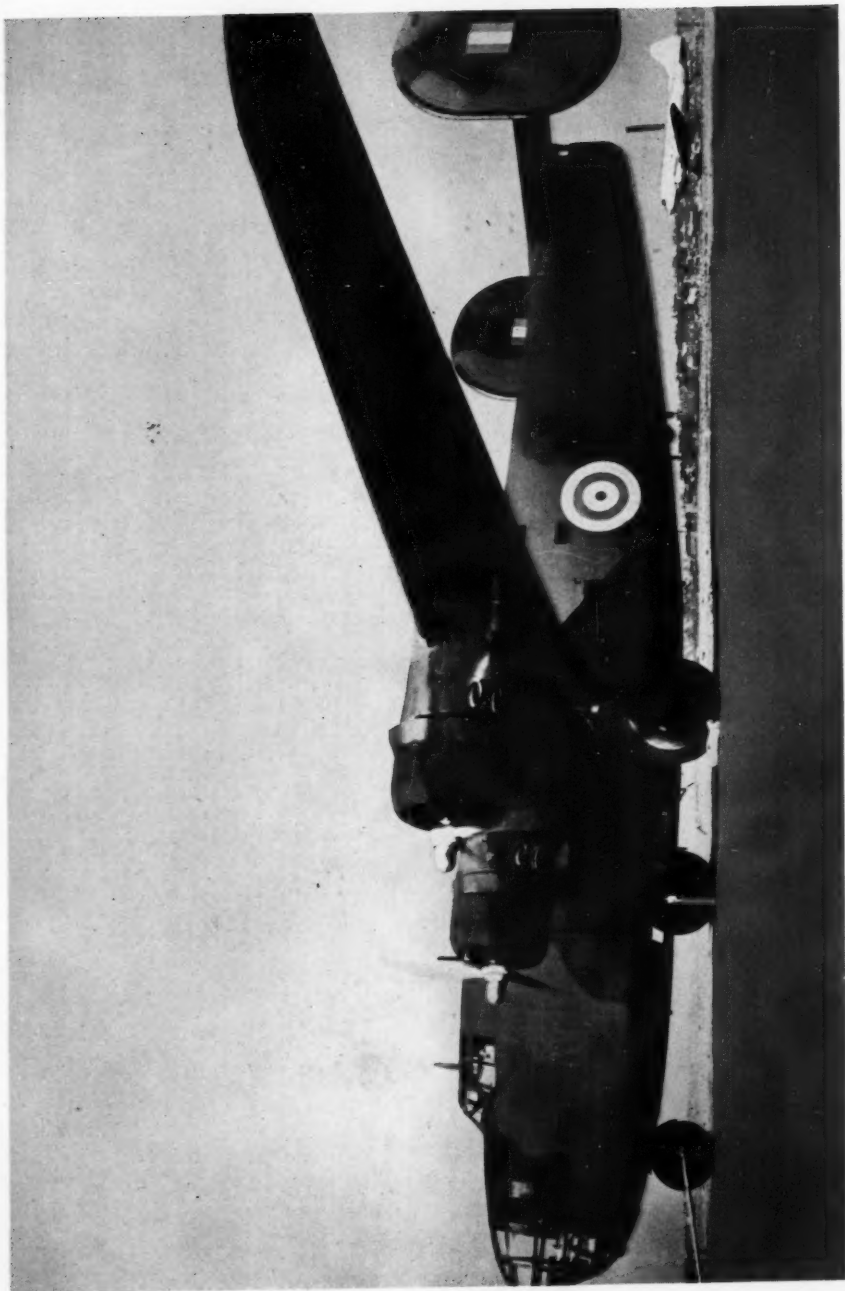
Consideration of space will inevitably preclude the acceptance of more than a limited number of small articles; but the Council desire to ensure that the Museum shall continue to represent the greatest achievements of the Services, their commanders, officers and men, throughout the ages. Personal relics of special distinction will in future, as in the past, be particularly acceptable.

WAR DIARY

The War Diary which has been appearing each quarter in the JOURNAL is being re-published in volume form. Volume I is now ready; it covers the first year of the War—from 3rd September, 1939, to 31st August, 1940—and contains a map showing the "Operations of the B.E.F. in Belgium and Northern France, May, 1940."

Copies bound in stiff paper covers are on sale at the Institution, price 2s. 6d., packing and postage 5d.

Arrangements have also been made to reprint a large number of extra copies suitable for better binding with future volumes of the Diary.



Wide World Photo.

**OUR AIR OFFENSIVE
THE "LIBERATOR" LONG-RANGE BOMBER
SUPPLIED FROM THE UNITED STATES**

THE JOURNAL

of the

Royal United Service Institution

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No. 542.

[Authors alone are responsible for the contents of their respective Papers.
All communications, except those for perusal by the Editor only, should
be addressed to the Secretary, Royal United Service Institution.]

THE AIR BATTLES FOR BRITAIN¹

THE greatest air battles the world has yet seen were fought between 8th August and the end of October, 1940. They were intended to be the prelude to the invasion and subjection of Britain, which it was hoped in Germany would lead to the break up of the Empire and the limitless domination of the Nazi regime.

An official narrative of the fighting, which ended in a great triumph for the Royal Air Force, gives some description of the aircraft employed on both sides. This can be summarized as follows:—

BRITISH AIRCRAFT

The Spitfire Mark I. was a single-seater fighter with a Rolls-Royce Merlin engine. It was a low-wing all-metal cantilever monoplane armed with eight Browning machine-guns, four in each wing set to fire forward outside the airscrew disc. The maximum speed was 366 m.p.h. The Hawker Hurricane Mark I. was also a single-seater fighter, similarly engined and armed. Its maximum speed was 335 m.p.h. In both these aircraft the pilot was protected by front and back armour. The Boulton-Paul Defiant was a two-seater fighter with a Rolls-Royce engine. It was an all-metal, low-wing, cantilever monoplane and was armed with four Browning machine-guns mounted in a power-operated turret.

GERMAN AIRCRAFT

The Germans employed five principal types of bombers:—

The Junkers 87—a dive-bomber with maximum speed of about 240 m.p.h.

The Junkers 88—a dive-bomber with maximum speed of 370 m.p.h.

¹ This is an abridged and summarized version of a pamphlet entitled "The Battle of Britain," issued by the Ministry of Information on behalf of the Air Ministry and published by H.M. Stationery Office, Price 3d. It is reproduced here by permission of the Controller of H.M. Stationery Office.

The Heinkel 111. of various types—bombers with a maximum speed of about 275 m.p.h.

The Dornier 215 } bombers with a maximum speed of about
The Dornier 17 } 310 m.p.h.

The bombers were protected by fighters which were of two main types—the Messerschmitt 109 and 110, whose maximum speed was about 350 m.p.h. They also used Heinkel 113's, which had a slightly higher maximum speed.

THE R.A.F. DEFENSIVE

The governing principle of the R.A.F. defensive, the official narrative tells us, was that a sufficient force of fighters must be assembled at the required height over a given place where it can intercept the on-coming enemy raid and break it up before it can reach its objective.

There is general agreement that the principle of employing standing patrols is impracticable owing to its wastefulness. To keep a sufficient strength of fighters always in the air to guard our shores from any attack would be beyond the powers of the biggest air force imaginable. The fighter force is therefore kept on the ground in the interests of economy of effort, and only ordered off the ground when raids appear to be imminent.

Information regarding the approach of the enemy is obtained by a variety of methods and is co-ordinated and passed to "Operations Rooms." The coastline of Britain is divided into Sectors each with its own fighter aerodromes and headquarters. These Sectors are grouped together under a conveniently situated Group Headquarters which in its turn comes under the general control of Headquarters, Fighter Command. The information about enemy raids is illustrated by various symbols on a large map table in Group and Sector Operations Rooms, the aim being to give each "Controller" the same picture of the progress of raids in his particular area. In addition to this the Controllers have all possible information set out before them, such as the location and "state" of their own squadrons, the weather and cloud conditions all over their area. They are also in touch with anti-aircraft Defences and Balloon Barrages.

Squadrons are maintained at their sector aerodromes at various "states of preparedness." The most relaxed state is "Released," which means that the squadron is not required to operate until a specified hour and that the personnel can be employed in routine maintenance, flying training and instruction, organized games, and that in some cases they may leave the Station. Next comes "Available," which means

the squadrons must prepare to be in the air within so many minutes of receiving the order. "Readiness" reduces this to a minimum and is the most advanced state normally used. Occasionally "Stand-by" is employed which means that the pilots are seated in their aircraft with the engines "off," but all pointing into wind ready to start up and take off the moment the leader gets his orders from the Controller.

In good weather conditions and when there is reason to anticipate an attack, squadrons are perforce kept at a high state of preparedness which is relaxed as much as possible when the weather deteriorates. The broad principle is usually to keep one part of the force at "Readiness," a second part at "Advanced Available," and a third at "Normal Available." When the attack develops, the "Readiness" squadrons are ordered off in appropriate formations and the "Available" squadrons are ordered to "Readiness" and used as a reserve to meet a second or a third attack or to protect aerodromes or vulnerable points such as aircraft factories.

These orders are issued by the Controller, whose function it is to study the Operations Room map and put a suitable number of aircraft into the air at selected points to intercept the oncoming raids or to cover vulnerable points. His duty also is to keep a constant watch on his resources so as not to run the risk of being caught by a third or fourth wave of raids with all his squadrons on the ground "landed and refuelling." It must be remembered that the endurance of a modern fighter aircraft, if it is to have ample margin for full throttle work, climbing and fighting, is limited. Allowance must also be made for the journey back to the parent station, especially if visibility is bad.

With the tracks of the enemy raid and of his own fighters both before his eyes, the Controller's task of making an interception is in theory a comparatively simple mathematical problem. He is in constant touch with his fighters by radio telephone, and is able to give them orders to change course from time to time, so as to put them in the best position for attack.

Once the fighters report that they have "sighted the enemy," the Controller's task is over, except that he may have to give them a course to bring them back to their aerodromes when the battle is over. The "enemy sighted" signal, the "Tallyho," is at once transmitted to Group H.Q. and recorded on the squadron state indicator. The red letter day for any group was on 27th September, when, in No. 11 Group, 21 squadrons out of 21 ordered up were able to report "enemy sighted." But the successful interception of raids is not always so easy. In practice exercises before the war, thirty per cent. interception was thought satisfactory and fifty per cent. very good. When the test came, however, the percentage rose to seventy-five, ninety, and sometimes a

hundred. This consistently high rate of interception made it possible for our superiority in pilots and aircraft to achieve its full effect.

The task of the Controller in setting the stage for the battle is governed by one factor—accurate and timely information about the raids. In clear weather with little or no cloud, the raiders came over at such high altitude that they were almost invisible even with the use of binoculars. The numbers of aircraft employed made a confusion of noise in the high atmosphere and thus increased the difficulty of detecting raids by sound. In cloudy weather this difficulty was increased, for the Observer Corps had then to rely entirely on sound. In view of these difficulties, the Corps and other sources of information deserve very great credit for the remarkably clear and timely picture of the situation they presented to the Controllers. These, then, set the pieces on the wide chessboard of the English skies and made the opening moves in the contest on the outcome of which the safety of all free peoples depended. Flexibility was their motto. Each day the Controllers held a conference at which every idea or device for thinking and acting one step ahead of their cunning and resourceful foe was set forth, earnestly discussed and, if found useful, adopted. Without this system of central control, no battle, in the proper sense of the word, would have taken place. Squadrons would have gone up haphazard as and when enemy raids were reported. They would either have found themselves heavily outnumbered or with no enemy at all confronting them.

Great care was taken to keep the burden of the fight distributed as equally as possible between all the squadrons engaged. This was achieved by hard training which continued right through the battle. Whenever there was a lull, new formations were devised and flown, new tactics practised. No squadron was ever thrown into the fight without previous experience of fighting. They were carefully “nursed” and went into action under the leadership of an experienced squadron leader with many hours of combat to his credit. The importance of team work was fully realized. It was a lesson learnt in France during the battles of May and June, and fortunately many of the pilots who had fought in them were in positions of command during the battles for Britain. Their knowledge and experience were invaluable.

THE ENEMY'S OBJECT

The avowed object of the enemy was to obtain a quick decision and to end the War by the autumn or early winter of 1940. To achieve this, an invasion of Britain was evidently thought to be essential. Preparations to launch it were pushed forward with great energy and determination throughout the last days of June, the month of July and the first week

of August. By the 8th August the enemy felt himself ready to begin the opening phase, on the success of which his plan depended. Before the German army could land it was necessary to destroy our coastal convoys, to sink or immobilize such units of the Royal Navy as would dispute its passage, and, above all, to drive the Royal Air Force from the sky. He therefore launched a series of air attacks, first on our shipping and ports and then on our aerodromes. There were four phases in the battle—the first from 8th–18th August, the second from 19th August–5th September, the third from 6th September–5th October, the fourth from 6th–31st October. During this last phase daylight attacks gave way gradually to night raids which increased as the month went on. It should, however, be remembered that throughout the battle the enemy made use of night as well as day bombing, the first growing in volume and violence as the second fell away.

What was the plan which he sought to carry through in these four phases? It is impossible to say with certainty at this moment. The German mind is very methodical and immensely painstaking. Schemes are worked out to the last detail; the organization is superb and, provided the calculations are correct, the plan goes without a hitch. But again and again history has shown that if the original plan fails or becomes impracticable, the German has little power of improvisation. A brand-new plan has to be worked out in full detail, and when this has been done it may well be too late. In this instance, the Luftwaffe was designed to prepare the way for the German Army by smashing our resistance, and it was a fundamental assumption in Berlin that Germany could in every case establish and maintain air supremacy.

The general plan for the use of the Luftwaffe was to seize and exploit the full mastery of the air. This was the main feature in the Polish campaign, in the attacks on Norway and the Low Countries, and even to a large extent in France. Aerodromes were to be put out of action, thus tying the opposing air forces to the ground. Ports and communications could then be destroyed without hindrance, the military forces of the enemy paralysed and the German armoured divisions placed in a position to operate undisturbed. Success meant the destruction of civilian morale, and then internal disruption and surrender.

THE GERMAN OFFENSIVE

PHASE I—8TH TO 18TH AUGUST

In the first stage, the enemy sent over massed formations of bombers escorted by similar formations of single- and twin-engined fighters. The bombers were for the most part Junkers 87's (dive-bombers), with a smaller quantity of Heinkel 111's, Dornier 17's and

Junkers 88's. The fighter escorts flew in large unwieldy formations, from 5,000-10,000 feet above the bombers, where the protection they afforded was not very effective. Using these tactical formations, the enemy made twenty-six attacks during this first stage. He began by renewing his assaults on our shipping. It may well be that this was still regarded as the most vulnerable form of target and the easiest to attack; for not only are slow-moving ships difficult to defend, but casualties among the pilots of the defence are always higher when the action is fought over water. He may also have wished to test the strength of our general defences. Success against these would augur well for the next stage. At any rate, on 8th August, two convoys were fiercely attacked, one of them twice. Sixty enemy aircraft in the morning and more than a hundred soon after midday, deployed on a front of over twenty miles, tried to sink or disperse a convoy off the Isle of Wight. They succeeded in sinking two ships. In the afternoon at 4.15 more than a hundred and thirty appeared over another convoy off Bournemouth. This they were able to disperse, but they lost fairly heavily in doing so. The enemy renewed the assault three days later, choosing as his targets the towns of Portland and Weymouth, as well as convoys in the Thames Estuary and off Harwich. In these attacks he relied greatly on dive-bombers which proved no match for our Hurricanes. Nevertheless some damage was done both in Portland and Weymouth. This may have encouraged him, for on 12th August, early in the morning, he launched about two hundred aircraft in eleven waves against Dover. Shortly before noon a hundred and fifty more of the enemy attacked Portsmouth and the Isle of Wight. By this time German losses were already very considerable, for one hundred and eighty-two aircraft had been destroyed.

On the 13th and 15th the attacks on Portsmouth were renewed and in some of them, notably that which began soon after 5 in the afternoon of the 15th, between three and four hundred aircraft were employed. The enemy was by now beginning to realize that our fighter force was considerably stronger than he had imagined. It was evidently time to take drastic action. Our fighters must be put out of commission. Therefore, while still maintaining his attacks on coastal towns, he sent large forces to deal with fighter aerodromes in the South and South-East of England; Dover, Deal, Hawkinge, Martlesham, Lympne, Middle Wallop, Kenley and Biggin Hill were heavily attacked, some of them many times. A number of the enemy penetrated as far as Croydon.

Once more the Luftwaffe did a certain amount of damage, but at a cost which even Göring must have regarded as excessive. On that day, 15th August, a hundred and eighty German aircraft are known to have

been destroyed. Since the opening of the battle he had now lost four hundred and seventy-two aircraft. Nevertheless he still returned to the charge, throwing in between five and six hundred aircraft on 16th August, and about the same number on 18th. Rochester, Kenley, Croydon, Biggin Hill, Manston, West Malling, Gosport, Northholt and Tangmere were the main targets. His losses were again very heavy. In those two days two hundred and forty-five aircraft were shot down. One of them, a Heinkel 111, fell to a sergeant pilot flying an unarmed Anson aircraft of the Training Command. Whether he intentionally rammed the enemy will never be known, for both aircraft fell to the ground interlocked, and there were no survivors. On 18th August, in the evening attack on the Thames Estuary, one squadron of thirteen Hurricanes alone shot down without loss an equal number of the enemy in fifty minutes.

In the ten days since the opening of the attack on 8th August, Göring had now lost six hundred and ninety-seven aircraft. Our own losses during the same period were not light, for we had lost one hundred and fifty-three. Sixty pilots were safe, though some of them were wounded.

The pace was too hot to last. Göring called halt and gave his Luftwaffe a rest which lasted for five days. What had he hoped to achieve? An examination of the attacks shows that he began by trying to destroy shipping and ports on the South-East and South Coasts between the North Foreland and Portland. This preliminary test must have shown him the strength of our defences. Nevertheless he proceeded with his plan and next directed his attention to Portland and Portsmouth. Whether these objectives were too tough for him, or whether he thought that the four heavy attacks upon them had accomplished his object, he turned away to deliver assaults on fighter and bomber aerodromes mostly near the coast. Throughout this first stage the tactics he followed were usually to open his attack on objectives near the coast in order to draw off our fighters. These feint attacks were followed thirty or forty minutes later by the real attack delivered against ports or aerodromes on the South Coast between Brighton and Portland.

1 The chief problem created by these tactics was to have a sufficient number of fighters ready to engage the main attack as soon as it could be picked out. Squadrons at the forward aerodromes had to be in instant readiness, but had at the same time to be protected from bombing or machine-gun attacks. Only on one occasion was a squadron machine-gunned while re-fuelling at a forward aerodrome, and this happened because a protective patrol had not been maintained overhead during the process.

Generally the enemy attacks were countered by using about half the available squadrons to deal with the enemy fighters and the rest to

attack the enemy bombers which flew normally at from 11,000–15,000 feet, descending frequently to 7,000 or 8,000 feet in order to drop their bombs. Our fighter tactics at this stage were to deliver attacks from the stern on the Messerschmitt 109's and Messerschmitt 110's. This type of attack proved effective because these aircraft were not then armoured. The success of our fighter tactics at this stage can be gauged by a comparison between our losses in pilots and those of the enemy. The ratio was about seven to one, and might have been even more striking if so much of the fighting had not taken place over the sea.

PHASE II—19TH AUGUST TO 5TH SEPTEMBER

Between the end of the first stage and the active beginning of the second there was, as has been said, an interval of five days which were spent by the Germans in widespread reconnaissance by single aircraft, some of which indulged in the spasmodic bombing of aerodromes. These operations cost them thirty-nine aircraft shot down. Our losses were ten aircraft, but six pilots were saved.

During this lull, Göring evidently decided that a change of objectives was necessary. In the next phase diversionary attacks against different parts of the country became less frequent. The main attack was now delivered on a wider front. Enemy tactics were also changed. The number of escorting fighters was increased and the size of bomber formations reduced. The covering fighter screen flew at very great heights. Enemy bomber formations were also protected by a box of fighters, some of which flew slightly above to a flank or in rear, others slightly above and ahead, and yet others weaving in and out between the sub-formations of the bombers. This type of formation succeeded on several occasions in breaking through the forward screens of our fighter forces by sheer weight of numbers and in attaining their objectives even after numerous casualties had been inflicted. On other occasions smallish formations of enemy long-range bombers deliberately left their fighter escort as soon as it had joined battle and proceeded towards South or South-West London unaccompanied. They suffered heavy casualties when engaged by our rear rank of fighters.

Having thus altered his tactical formations, the enemy proceeded to deliver some thirty-five major attacks between 24th August and 5th September. His object was to put out of action inland fighter aerodromes and aircraft factories. He did not, however, disdain purely residential districts in Kent, the Thames Estuary and Essex. These could in no case be described as of military importance.

From 24th to 29th August he still showed an interest in Portland, Dover and Manston, all of which were heavily attacked. He added

other targets as well. Several areas in Essex came in for attention. There was fierce fighting over the North Foreland, Gravesend and Deal. At 6.45 p.m. on the 24th, a hundred and ten German bombers and fighters met a number of our squadrons in the neighbourhood of Maidstone, but turned and fled before they could be engaged.

The next day he returned to Portsmouth and Southampton where once again he achieved no success, the main attack, delivered at 4 p.m., going astray. A large number of bombs fell into the sea. Heavy assaults were also made in the Dover-Folkestone area, and over the Thames Estuary and in Kent. These continued with a lull of one day until 30th August. On that day and the next the assault was switched to inland fighter aerodromes. Eight hundred aircraft were used in a most determined effort to destroy or temporarily put out of use the aerodromes at Kenley, North Weald, Hornchurch, Debden, Lympne, Detling, Duxford, Northolt and Biggin Hill.

The opening of September showed little, if any, falling off in the assaults of the enemy. There were three heavy attacks on 1st September, five on 2nd, one on 3rd, and two on 4th and 5th. One of the attacks on the 2nd got to within ten miles of London, but most of them were once again directed against fighter aerodromes. This was the last of the thirty-five main attacks delivered in this phase. They cost the Germans five hundred and sixty-two aircraft known to have been destroyed. Our own losses were two hundred and nineteen aircraft, but a hundred and thirty-two of their pilots were saved.

During these twelve days, our own tactical dispositions were altered so as to meet the changed form of attack. The effect of this was to cause the enemy to be met in greater strength and farther away from their inland objectives, while such of his aircraft as were successful in eluding this forward defence were dealt with by squadrons farther in the rear.

The heavy task of the defence can be realized by the fact that in these first two phases of this great battle from 8th August to 5th September inclusive, no fewer than 4,523 fighter patrols of varying strength in aircraft were flown in daylight, an average of one hundred and fifty-six a day.

What did the enemy succeed in accomplishing in just under a month of heavy fighting during which he flung in squadron after squadron of the Luftwaffe without regard to the cost? His object, be it remembered, was to "ground" the fighters of the Royal Air Force and to destroy so large a number of pilots and aircraft as to put it, temporarily at least, out of action. As has already been made clear, the Germans, after their opening heavy attacks on convoys and on Portsmouth and Portland,

concentrated on fighter aerodromes, first on or near the coast, and then on those farther inland. Though they had done damage to aerodromes both near the coast and inland and thus put the fighting efficiency of the fighter squadrons to considerable strain, they failed entirely to put them out of action. The staff and ground services worked day and night, and the operations of our fighting squadrons were not in fact interrupted. By 6th September the Germans either believed that they had achieved success and that it only remained for them to bomb a defenceless London until it surrendered, or, following their pre-arranged plan, they automatically switched their attack against the capital because the moment had come to do so.

Those days saw the climax of the first half of the battle. On 7th September Göring switched his attack away from fighter aerodromes on to industrial and other targets, and he began by making London his main objective.

PHASE III—6TH SEPTEMBER TO 5TH OCTOBER

The attacks on London on 7th September were made in two or three distinct waves at intervals of about twenty minutes, the whole attack lasting up to an hour. The waves were composed of formations of from twenty to forty bombers with an equal number of fighters in close escort, additional protection being given by large formations of other fighters flying at a much higher altitude. Most of the German aircraft came over at heights above 15,000 feet in sunny skies which made the task of the Observer Corps very difficult.

At this stage, too, the enemy's dive-bombers reappeared in attacks on coastal objectives and shipping off Essex and Kent. They were a diversion, for they came over while the mass attacks by the long-range bombers were in progress. By night the Germans greatly increased their attacks by single aircraft. These made no attempt to hit military targets, but contented themselves with dropping their bombs at random over the large area of London.

All the attacks, however, were in essence the same. Over came the German aircraft in one or more of the many formations already described. Somewhere between the coast and London, usually in the Edenbridge-Tunbridge Wells area, but sometimes nearer to the sea, the German squadrons were met by our fighters. The Spitfires tackled the high-flying fighter screen covering the German attack.

The Hurricanes, which had taken off first, engaged the fighter escort, followed by other squadrons who went for the bombers. There were dog-fights all over Kent. The air was for some minutes—never for very long—vibrant with machine-gun fire. People on the ground have

described it as like the sound made by a small boy in the next street when he runs a stick along a stretch of iron railings. As a background there was the faint roar of hundreds of engines which on occasion swelled to a fierce note as some crippled enemy fighter or bomber fell to the ground or made for its base dropping lower and lower with Spitfires or Hurricanes diving upon it. Sometimes watchers, like those upon the keep of Hever Castle, would see the blue field of the sky blossom suddenly with the white flowers of parachutes. The warm sun of those superb September days shone on an ever-increasing number of the wrecked carcasses of aircraft bearing on their wings the Black Cross of Prussia or the crooked symbol of Nazi power. So numerous were these that, for a period of over a fortnight, more than two battalions of British infantry were required to guard them.¹

The attack on London and its environs was the crux of the battle. It continued with little respite from 7th September until 5th October and was the last desperate attempt to win victory. This could no longer be achieved cheaply, for the Luftwaffe had already suffered terrible losses. But it might still be possible to destroy London and thus to win the War. Despite the hard actions of the previous month the fighter defences of the R.A.F. were still fighting as hard as ever. They had to be overcome before London could be placed at Hitler's mercy. Göring still believed in superior numbers. They had brought him swift victory in Poland, Norway, the Low Countries, Belgium and France; they might still bring victory in Britain. He put forth all his strength in a final endeavour. The Luftwaffe delivered thirty-eight major attacks by day between 6th September and 5th October.

After battering away morning, noon and night throughout 6th September against our inland fighter aerodromes, the German Air Force made a tremendous effort on the 7th to reach London and destroy the docks. Three hundred and fifty bombers and fighters flew in two waves East of Croydon up to the Thames Estuary, some penetrating nearly as far as Cambridge. They were met over Kent and East Surrey, but a number broke through and were engaged over the capital itself. London did not emerge unscathed. Damage was inflicted on dock buildings, on several factories, on railway communications, on gas and electricity plants. It was also inflicted on the enemy. One hundred and three German aircraft were destroyed. These heavy casualties shook the German High Command, for though the attacks were renewed and continued, evidently all was no longer well. Still, the Luftwaffe persevered with great tenacity and courage, delivering heavy attacks on

¹ See "Salvage from the Luftwaffe" in the *Journal* of November, 1940, p. 677.

9th September, using on that occasion a number of four-engine bombers; on the 11th, when about thirty aircraft penetrated to Central London; on the 13th and again on the 15th. Those which got through on the 11th were so savagely handled by our fighter defence that the losses among their crews were estimated to be not less than two hundred and fifty. On the next day a single German aircraft penetrated the defence by the clever use of cloud cover and bombed Buckingham Palace in the morning. On 15th September came the climax; five hundred German aircraft, two hundred and fifty in the morning and two hundred and fifty in the afternoon, fought a running fight with our Hurricanes and Spitfires from Hammersmith to Dungeness, from Bow to the coast of France. This engagement cost the enemy one hundred and eighty-five aircraft known to have been destroyed. Altogether, between 6th September and the 5th October, he had lost eight hundred and eighty-three aircraft.

It is not necessary to record in detail the rest of the fighting which endured to 31st October. Enough has been said to show the nature of the German effort and of our defence. There were, however, three more major assaults delivered on 27th September, 30th September and 5th October.

Thus between 11th September and 5th October the enemy delivered some thirty-two major attacks by day. In all these, bombers were used; and their escort of fighters steadily increased in numbers, till the ratio rose to four fighters to one bomber. Of these attacks, fifteen were made in the area of Greater London, ten against Kent and the Thames Estuary, six on Southampton and one on Reading. While these last attacks were well executed and pressed home, those on London were less determined than in the opening stages of the battle. On many occasions the enemy jettisoned his bombs before reaching his apparent objective as soon as he found himself in contact with our fighters. Throughout this period the bombing attacks were mostly made from high level. To enable their bombers to reach their targets the Germans sought to draw off our fighter patrols by high altitude rather than by geographical diversions. High fighter screens were sent over to occupy our fighters while the bombers, closely escorted by more fighters, tried to get through some 6,000 to 10,000 feet below.

As autumn came on and the sky grew more cloudy, the enemy began to make increasing use of fighters flying very high above the clouds. His most usual practice was to put a very high screen of these fighters over Kent from fifteen minutes to three-quarters of an hour before his bombers appeared. The object was evidently to draw off our fighters, exhaust their petrol, and thus make it impossible for them to engage

the bombers. Sometimes, however, the high-flying enemy fighters appeared only a few minutes before the bombers, which were themselves escorted by other fighters. These escorts were normally divided into two parts, a big formation above and on both flanks or rear of the bombers, and a small formation on the same level as, or slightly in front of, the aircraft they were protecting.

The enemy's high fighter screen was engaged by pairs of Spitfire squadrons half-way between London and the coast, while wings of two or three Hurricane squadrons attacked the bombers and their escorts before they reached the fighter aerodromes East and South of London. Other squadrons formed a third and inner ring patrolling above these aerodromes, forming a defensive screen to guard the southern approaches to London. These intercepted the third wave of any attack and mopped up the retreating formations belonging to earlier waves. The success of these tactics may be gauged by the number of casualties inflicted on the Germans. Between 11th September and 5th October, No. 11 Group of Fighter Command alone destroyed four hundred and forty-two enemy aircraft for certain. This was accomplished with the loss of fifty-eight pilots, giving a ratio of seven and a half enemy to one British pilot lost.

September came and went, and by the end of the first week in October our aerodromes had recovered from the damage inflicted on them at the end of August and the beginning of September. The percentage of raids intercepted increased, as did the casualties of the enemy, while our own steadily decreased. Thus on 27th September No. 11 Group destroyed ninety-nine German aircraft, out of a total for the day of one hundred and thirty-three, for the loss of fifteen pilots, a proportion of six and a half to one. Three days later, when thirty-two enemy aircraft were destroyed, the proportion rose to sixteen to one, and on 5th October only one pilot was lost, though twenty-two of the enemy were shot down. Many times one aggressively-led squadron was able to break up an enemy bomber formation. On three occasions a lone Hurricane flown by a Sector commander was successful in causing the enemy to drop his bombs wide of the target. The brunt of all this fighting fell on No. 11 Group. This Group was reinforced when necessary by elements of Nos. 10 and 12 Groups, which were especially useful during the period of the heavy attacks on London.

How hard fought was the battle can be seen from the fact that from 8th September to 5th October inclusive, 3,291 day patrols of varying strengths were flown, and from 6th October to the last day of that month 2,786, making a total for these fifty-five days of 6,077.

PHASE IV—6TH TO 31ST OCTOBER

On 6th October, the fourth and final stage of the battle began. The enemy's strategy and method of attack now changed completely. He withdrew nearly all his long-range bombers and tried to achieve his end by means of fighters and fighter-bombers. This change is the surest proof that he had received such a hammering as to make further use of his depleted bombing force by daylight too costly. He preferred to send it over by night, and this he did in increasing numbers. His tactical handling of his fighters and fighter-bombers—a few of them were Messerschmitt 110's but they were mostly Messerschmitt 109's fitted with a make-shift bomb carrier enabling them to take a pair of bombs at a speed of about three hundred miles an hour—was as follows.

Mass fighter formations were sent over at a great height in almost continuous waves to attack London, still the principal target. He doubtless hoped by this means to wear out our fighter defence by forcing it to engage, at much higher altitudes, aircraft which were making the best use possible of high cloud cover. In the early stages he reduced the size of his formations and used flights of from two to nine aircraft. The fighter-bombers were protected more and more by Messerschmitt 110 fighters. Evidently, however, this new plan did not achieve the success for which he hoped, for in the third week of October he reverted once more to large formations flying at 30,000 feet or higher. To enable them to break through, the Germans continued to use the tactics of diversion. Whenever the weather was good enough, waves of fighters appeared almost continuously over the South-East of England. Using the cover these provided, very high-flying fighter-bombers made frequent and rapid attacks on the London area. On sighting our fighters, however, they often jettisoned their bombs and made off. They showed, in fact, little tendency to engage, but when they did so they sometimes gained the advantage of surprise owing to the height at which they were flying.

Our own tactics were immediately altered so successfully that No. 11 Group accounted for one hundred and sixty-seven enemy aircraft in three and a half weeks. The cost to the Group was forty-five pilots. In this phase the number of enemy probably destroyed rose considerably, because the fighting took place so high up that our pilots were unable to see the ultimate fate of many of the German aircraft which fell away after the encounter towards the sea. The physical strain of fighting at heights of 30,000 feet or more proved very severe.

It is possible to detect a feeling of despair in the hearts of the Luftwaffe during this final phase of the struggle. Try as they might, and did, our defences were still not only intact but invulnerable. Occasionally an odd Messerschmitt 109 or a small formation broke through and

reached London, but the weight of the bombs which they succeeded in dropping was only a fraction of what had been dropped in August and September. Moreover, there was little attempt at precision bombing.

CONCLUSION

When the order to begin the assault on these islands was given, the morale of the German air crews was undoubtedly high. The reason was obvious. For years these young German airmen had been "groomed" for victory. They were assured of their own superiority as individuals and their omnipotence as a striking force. Had they not seen in the first weeks of the spring of 1940 the terrible predictions of their leader come to pass? Each country Germany had attacked had fallen before the crushing blows of the Nazi war machine, of which they, the Luftwaffe, formed so vital a part. Now, only the British Empire remained inviolate. As these young airmen had swept across Europe from Poland to the English Channel, so they expected to sweep over Britain, subdue her people and prepare the way for an invading army. Disillusion awaited them. As yet, still flushed with victory, they were to see their comrades spin to earth or sea in flames. Nevertheless, let it be said for the German morale, so near it approached to fanaticism that it never faltered, even when the Luftwaffe was losing seventy, one hundred and one hundred and fifty aircraft during each period of daylight. Certainly the German pilots showed qualities of courage and tenacity; but these were of little avail against the better quality and still higher courage of the British pilots. Even in their hour of defeat some pilots of the Luftwaffe thought that the invasion of Britain might take place at any time and that, if it had to be postponed, it would be successfully accomplished in the spring of 1941. It was not, then, any faltering on their part that caused the daylight attacks to die away.

Of the morale of our own pilots little need be said. The facts are eloquent. They had only to see the enemy to engage him immediately. Odds were of no account and were cheerfully accepted. Only a very high degree of confidence in their training, in their aircraft and in their leaders could have enabled them to maintain the spirit of aggressive courage which they invariably displayed. That confidence they possessed to the full.

Polish and Czech pilots took their full share in the battle. They possess great qualities of courage and dash. They are truly formidable fighters.

To read the combat reports, written by the pilots immediately after landing from a fight, is to receive the impression of well-trained young men, conscious of their responsibilities and fulfilling them at all times with resolution and high courage.

"Patrolled South of Thames (approximately Gravesend area) at 25,000 feet," runs the report of one Squadron Leader in action on one of the "great" days. "Saw two squadrons pass underneath us in formation travelling N.W. in purposeful manner. Then saw A.A. bursts, so turned Wing and saw enemy aircraft 3,000 feet below to the N.W. Managed perfect approach with two other squadrons between our Hurricanes and sun and enemy aircraft below and down sun. Arrived over enemy aircraft formation of twenty to forty Do. 17's; noticed Me. 109 dive out of sun and warned our Spitfires to look out. Me. 109 broke away and climbed S.E. Was about to attack enemy aircraft which were turning left-handed, *i.e.*, to West and South, when I noticed Spitfires and Hurricanes engaging them. Was compelled to wait for risk of collisions. However, warned Wing to watch other friendly fighters, and dived down with leading section in formation on to last section of five enemy aircraft. Pilot Officer — took left-hand Do. 17, I took middle one and Flight Lieutenant — took the right-hand one which had lost ground on outside of turn. Opened fire at 100 yards in steep dive and saw a large flash behind starboard motor of Dornier as wing caught fire: must have hit petrol pipe or tank; overshot and pulled up steeply. Then carried on and attacked another Do. 17, but had to break away to avoid Spitfire. The sky was then full of Spitfires and Hurricanes queueing up and pushing each other out of the way to get at Dorniers which for once were outnumbered. I squirted at odd Dorniers at close range as they came into my sights, but could not hold them in my sights for fear of collision with other Spitfires and Hurricanes. Saw collision between Spitfire and Do. 17 which wrecked both aeroplanes. Finally ran out of ammunition chasing crippled and smoking Do. 17 into cloud. It was the finest shambles I've been in, since for once we had position, height and numbers. Enemy aircraft were a dirty looking collection."

Men like these saved England.

Nor must the ground staffs be forgotten. Their tasks were to "service" the fighting aircraft and to maintain communications at any cost. Those attached to the fighter aerodromes, East, South-East and South of London, fitters, mechanics, signallers, telephone operators, despatch riders and the rest carried on under heavy and sustained bombing by day and by night. For the first time since William of Normandy set foot on these shores, men and women of England—the Women's Auxiliary Air Force was in the thick of it—found themselves in the front line. They did not fail, and the list of awards they won bears witness to their bravery and their endurance. They made it possible by carrying out their duties, sleep or no sleep, bombs or no bombs, for the fighter squadrons to confront the enemy day after day until he was defeated.

Of the anti-aircraft batteries a whole story can be written ; but this narrative is concerned only with the part played by the Royal Air Force in the victory. Its Controllers received most important aid from the anti-aircraft units. Their shells bursting in black or white puffs against the sky gave to watchers on the ground or in the air invaluable information concerning the whereabouts of the enemy. Moreover, they accounted for nearly two hundred and fifty hostile aircraft in daylight during the period of the struggle.

By 31st October the battle was over. It did not cease dramatically. It died gradually away ; but the British victory was none the less certain and complete. Bitter experience had at last taught the enemy the cost of daylight attacks. He took to the cover of night. For what indeed did the Germans accomplish in all their attacks ? At the outset they sank five ships and damaged five more sailing in our coastal convoys ; they next did intermittent and sometimes severe damage to aerodromes ; they scored hits on a number of factories which caused production to slow down for a short time. In London they did considerable damage to the docks and to various famous buildings, including Buckingham Palace. They destroyed or damaged beyond repair some thousands of houses ; they killed in daylight 1,700 persons, nearly all of them civilians, and seriously wounded 3,360. At night 12,581 persons were killed and 16,965 injured. These heavy casualties occurred during the hours when darkness prevented the enemy from being met and turned back, as he was in daylight. They provide a striking, if ominous, proof of the efficiency and devotion of the fighters of the Royal Air Force. To what height would these figures have risen had there been no Hurricanes and Spitfires on the alert from dawn to dusk engaging the enemy whenever he appeared—resolute, ruthless, triumphant ?

Such, then, was the measure of the enemy's achievement during eighty-four days of almost continuous attack. What the Luftwaffe failed to do was to destroy the fighter squadrons of the Royal Air Force which were indeed stronger at the end of the battle than at the beginning. This failure meant defeat—defeat of the German Air Force itself, defeat of a carefully designed strategical plan, defeat of that which Hitler most longed for, the invasion of this island. The Luftwaffe which, as Goebbels said on the eve of the battle, had “ prepared the final conquest of the last enemy—England,” did its utmost and paid very heavily for the attempt. Between 8th August and 31st October, 2,375 German aircraft are known to have been destroyed in daylight. This figure takes no account of those lost at night or those seen by thousands staggering back to their French bases, wings and fuselage full of holes, ailerons shot away, engines smoking and dripping glycol, undercarriages dangling—

the retreating remnants of a shattered and disordered armada. This melancholy procession of the defeated was to be observed not once but many times during those summer and autumn days of 1940. Truly it was a great deliverance.

But, the official narrative tells us in conclusion, it was not achieved without cost. The Royal Air Force lost 375 pilots killed and 358 wounded.

The words of the Prime Minister, spoken at the height of the conflict, may well remain an enduring eulogy to all who shared in this great victory. "The gratitude of every home in our island," he said, "in our Empire and indeed throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of world war by their prowess and by their devotion. Never in the field of human conflict was so much owed by so many to so few."

THE BATTLE OF THE ATLANTIC

By R. H. GIBSON.

THE lull in the U-boat war on shipping during the first seven weeks of this year has been rudely broken. In one week, at the end of February, the losses to British, allied and neutral shipping soared up to just short of 150,000 tons gross. It was the third heaviest weekly toll yet taken by the enemy, and there is little ground for not assuming that further severe casualties must be expected. The enemy's fantastic claims are part of his routine lying propaganda; but the reality is serious enough, for it means that shipping at the rate of 600,000 tons a month is being destroyed. Yet statistics are wont to be misleading unless studied in their correct perspective. It is necessary, therefore, to examine the problem in its broader aspects.

In many ways history is repeating itself, so it may be profitable to compare the present situation with that which confronted this country when a similar threat was checked and finally overcome. In the last war the German onslaught on shipping did not reach its climax until the thirty-second month of hostilities. No submarine attack was made on merchantmen during the first two months, and it was not until 1915 that the first campaign was begun. It lasted throughout the summer months and ceased around these islands in the autumn. The peak of its destructive effort was reached in August of that year when some 186,000 tons was sunk. Thereafter it was continued in the Mediterranean. The enemy wasted the greater part of 1916 in sporadic attacks, and it was not until Germany decided that she was strong enough in U-boats to risk conflict with the United States that in January, 1917, she threw down the gauntlet and launched her assault on all shipping which approached European waters. By that time she was sinking commerce at the rate of 350,000 tons per month. The climax was reached in April, when not less than 881,000 tons was destroyed, or an average weekly loss of 220,000 tons. Thenceforth the totals receded steadily until her final collapse occurred.

The present position is therefore similar to the situation we faced in February and July/August, 1917, just before and after the crisis of that war. Approximately four million tons of British shipping had been sunk during August, 1914 - February, 1917; three millions have been destroyed from September, 1939, to January, 1941; moreover, Hitler has launched his offensive at a time when our shipping has

already suffered a serious attrition. Captures from the enemy, purchases from abroad and new construction have not yet cancelled the deficit.

The outcome of this duel must obviously depend largely on the resources of the enemy to continue his campaign and our own, from whatever direction, to replace our losses and strengthen our escorts on the surface and in the air. It is now a matter of history that for the first three years of the last war we had no real antidote to meet the submarine threat, and it was not until the autumn of 1917 that our anti-submarine methods began to reap their harvest. By that time our mining and convoy organizations were in full swing, and as a greater toll began to be taken of the U-boats a progressive reduction in shipping losses was effected. Even so, the enemy suffered no diminution of his submarine strength, and the output of new U-boats was never lower than the rate of their mortality. But his best crews had been lost and the flow of new material was unable to make up for the loss of skilled personnel, and his tide of success receded steadily to ultimate defeat.

At the outset of this war the same enemy had double the number of submarines, and this time there was no fumbling, no respect for neutral rights and the niceties of international law and usage. Unrestricted attacks on shipping were started without delay, and in the first four weeks 182,000 tons was sent to the bottom. Thereafter the rate of destruction settled down to a monthly average of 170,000 tons. But success was dearly bought, and the price paid was the decimation of U-boats until, by the Spring of 1940, it was computed that some seventy of them had been exterminated. So greatly had anti-submarine detection and destruction advanced that the Anglo-French hunting flotillas began to complain of the scarcity of U-boats at sea to hunt down.

The enemy's underwater threat seemed to have been met, when the mood of complacency was ruthlessly shattered by the invasion of Norway, Denmark, Holland and Belgium, and the collapse of France. The withdrawal of the B.E.F. from Dunkirk involved serious losses of shipping, and in June the mercantile casualties reached the 600,000 ton level. Throughout the summer, autumn and winter, the enemy U-boats, surface raiders, bombers and mines continued to exact a weekly toll of shipping ranging from 80,000 to 101,000 tons, and in one week in October not less than 205,000 tons was sunk. Then once again, in January, 1941, there came a lull. This time no one was deceived; indeed, Hitler himself proclaimed that the U-boats had been largely withdrawn whilst new personnel was being trained.

That Germany had succeeded in completing a large new submarine force could hardly be doubted. Twelve months previously reports had been current that some four hundred German underwater craft had been ordered, and there was nothing improbable in the estimate. In the last war not less than 760 U-boats were ordered, although less than half of them ever reached the launching stage, mainly because adequate labour was withheld by the military authorities, and also the shipyards were fully employed in repairing the High Sea Fleet after its mauling at Jutland. But small coastal and minelaying craft were being constructed in five months and larger boats in eighteen months. It was obvious, therefore, that German preparations for the present war would include as one of the main items the rapid construction of U-boats. Indeed, there now seems positive evidence that months before the outbreak of war such plans had been perfected, and it may be recalled that Mr. Winston Churchill, in the debate on the Navy Estimates of 1939, strongly emphasised the possibility that submarines in sections were probably even then lying waiting to be assembled. It was with these craft that our shipping was ravaged in the latter half of 1940. Nor must it be overlooked that Italy has contributed to the trade war, particularly in the Azores area. However unsuccessful these Italian submarines have been in the Mediterranean, their presence in our shipping lanes could not but add to the heavy strain on our convoy escorts and the hunting patrols.

That an accession to the enemy's underwater strength had been achieved may be gauged by the fact that concentrations of U-boats were possible in October, 1940. There is on record but one serious concerted attack by submarines in the last war, when eight of them lay in wait for incoming troopships from America entering the Channel in May, 1918; but this met with indifferent success. It is to be doubted whether concentrations of submarines will be any more successful under present conditions when more adequate escorts and patrols become available. American sources put the strength of German submarines in October, 1940, at 120, and estimated that an additional 180 were in the course of construction. *The Motorship* of January, 1940, suggested that some 170 new boats would take the water during that year, and we may recall that when Germany launched her 1917 campaign her submarine force numbered 130, the peak of her strength being reached in October, 1917, when 140 U-boats were in existence.

Here, then, is the problem to be faced. The combined German and Italian flotillas have launched their attack against allied shipping whilst they can muster their fullest strength. Strategically, conditions are far more favourable for them than in the last war, when their ports

of egress were limited to their home ports on the German coast, two Flanders bases and the Adriatic ports. To-day they can use bases ranging from the Arctic Circle to the Pyrenees to prey upon convoys approaching these islands. This time the Dover Straits can provide no barrier to them in the Channel, for the French hinge of the door has been smashed. It is true that minefields have been laid in the Channel and in the St. George's Channel to impede their liberty, and we may remember that mines accounted for not less than a quarter of the U-boat casualties in the last war, and were the most destructive agency of all the various antidotes employed; but from ports along the French Atlantic seaboard they can set forth to the waters off the North-West of Ireland through which the convoys pass, or they may go South-West to waylay shipping in the Azores area or in the open waters of the Atlantic.

A new weapon which is co-operating efficiently with the U-boat to-day is the long-range bomber. Working from aerodromes in western occupied France, they can be called out to attack convoys located by submarine patrols to dive-bomb the ships.

Farther afield, as in time past, surface raiders are operating against our shipping in the Pacific, the Indian Ocean, and the North and South Atlantic. The advent of oil fuel has greatly increased the endurance and elusiveness of this enemy and added to the burden on our limited resources of warship escorts. Cruisers which might otherwise be employed on Atlantic convoy work have to be diverted to distant waters to hunt for these raiders.

Compared with the last war our disadvantages are manifold; while we are bereft of the aid of our French ally at a crucial moment, we are deprived of bases in South Ireland from which our anti-submarine forces could operate. On the other hand, we have received very valuable help from our Dutch, Norwegian, Polish and Greek allies, and the transfer to the Royal Navy of fifty U.S. destroyers has helped to fill the gaps in our flotillas suffered in the relentless hunt of the enemy. Of special value, too, has been the addition to our shipping strength of the Norwegian and Dutch Mercantile Marine which evaded capture by the invaders. Above all, we can take heart on the signing of the Lease-and-Lend Bill. There seems no doubt now that America will not permit the aid which she intends sending to Britain to be destroyed before it can reach its destination, and the time is rapidly approaching when she will decide whether to transfer more destroyers and anti-submarine craft, or to convoy, herself, the supplies of munitions and war material which must be ferried across

the Atlantic. Such profound changes have swept opinion in the United States that it seems probable that there will be little opposition to either course. Already there is a large section of Americans who advocate escorts flying the Stars and Stripes as being the more rapid and effective method of securing the safe delivery of her supplies. If this course were adopted, the entry of the United States into the war must appear inevitable. If, on the other hand, it seemed preferable to lend us more escorting warships, there are still some seventy "over-age" American destroyers in commission and a further forty-five now rated as auxiliary craft of which a number might be transferred to the Royal Navy without delay. As new American destroyers pass into service, a similar number of these older craft might be spared to join their sister ships already flying the White Ensign. But time presses hard.

There are also allied merchant ships computed to aggregate some two million tons lying in ports in the western Hemisphere; it is all-important that they be released for transporting food and war material to these islands. With these and the promised acceleration of our shipbuilding programme and the delivery of ships built in American yards, the losses to shipping on balance should be greatly reduced. The Admiralty is fully alive to the gravity of the situation, and all shipbuilding and shipyard work in this country has been placed under their direct control.

The enemy has staked his all on total warfare on shipping from above, on and under the sea. The allied counter-attack is developing rapidly to its climax; but it is a race against time. From our shipyards are pouring a vast number of new warships; already two-thirds of our shipping losses have been replaced and, with the promised and expected help from America, we can hope that the enemy's desperate gamble will fail.

If the menace of the bomber is a new factor, the R.A.F. are finding the antidote. The incessant bombing of the submarine bases at Lorient and Brest must produce a cumulative restriction on the advantage the Germans secured by the occupation of France's western seaboard. Nevertheless, it is well to remember that heavily built submarine shelters were built by the Germans at Bruges in the last war, and they gave security for U-boats refitting and repairing after a cruise. Probably of greater value have been the air raids carried out by our bombers on the submarine building slips at Kiel, Bremen and Wilhelmshaven; these attacks must have seriously retarded the output of new U-boats to replace those being destroyed. Had it been possible to carry out such attacks during 1940 on the German ship-

building yards, it is most probable that the present threat would not have assumed such serious proportions. Looking to the future, we can again find encouragement in the increasing number of new American aircraft arriving to augment our own forces.

The Battle of the Atlantic means far more than the maintenance of our sea communications. It is the vital issue in the present fight for freedom and civilization. If it were lost, the world would find itself in bondage. Our victory will mean deliverance and peace.

OUR OVERSEAS SHIPYARD RESOURCES

By DONALD COWIE

THE significance of recent undertakings by the Dominions and the United States to build and repair both naval and merchant ships for us may not have been generally appreciated. Due and grateful recognition is given to this aid in so far as it should solve the problem of our declining merchant fleet, but is it realized that, by thus calling in the New World to adjust the balance of the Old, we may be applying to sea-defence exactly the same principle that we have already applied to aerial strategy—namely the principle of decentralization of supply, and even power? This is a wide subject and could be approached by examination of the traditional British method of defence—a reservoir of power at the centre from which outposts could be reinforced—and postulating a future state in which power might be diffused equally among the outposts, capable of reinforcing each other or the nominal centre. But a brief survey of the facts of overseas shipbuilding to-day may reveal more than a discussion of the high strategic principles involved. Let us deal with our new resources in order of their relative importance.

THE UNITED STATES

Developments in the Dominions may have greater significance in the long run of our history as an oceanic power, but the passage of the Lease-and-Lend Act in the United States has suddenly introduced a factor of immense short-term weight. The immediate aid promised includes not only the provision of old merchant ships and building of new ones but also repair and re-fitting facilities for naval as well as merchant vessels; while there is a likelihood that even naval slips may be placed at our disposal.

Unfortunately it is not possible to give a complete account of American shipyards and their present-day capacity; all the facts are not only difficult of access in this country, but they are often protected by wise censorship. Last July, however, the American Bureau of Shipping issued a report which stated that at that time there were 179 merchant vessels, aggregating 1,508,360 gross tons, under construction or contracted for in American shipyards. During the previous year, moreover, forty-one merchant vessels totalling 329,339 gross tons had been completed, 159 ships of 864,692 tons had been transferred or sold to foreign interests, 17 of 93,861 tons had been sold by the Maritime Commission to private American operators, and the Commission had ordered 20 idle vessels of 119,264 tons to be reconditioned.

The President of the Bureau added to this report the words that "real progress is being made in the actual construction of ships," and

that yards were "now established on a firm production basis." Then it was revealed that "100 private ways" already existed in the United States for the construction of seagoing vessels, of which 70 should be available for the building of commercial craft, and the rest for naval vessels. It was the considered opinion at that time that there would be little point in increasing the number of yards. The best policy was to speed up and extend the existing ones. This could be done, as, for instance, when the launching of vessels of the C-3 types had under the application of incentives for quick delivery been speeded up from six months to three months from the time of keel laying.

Just before the issuing of this important report last year, the Administration had taken the significant step of appointing Rear-Admiral Emory S. Land, chairman of the Maritime Commission, as head of a committee for the co-ordination of shipbuilding for the Navy and merchant marine. Since then many economies have been effected in production methods, and there has been much dovetailing of private and public enterprise. Attention has been paid particularly to savings in weight of hull and machinery to procure increased carrying capacity and to the extension of welding processes.

But both sides of the picture must be given, and it is necessary to point out that the United States has a limited shipbuilding personnel to draw from. There is plenty of ordinary labour, but experienced department heads, engineers, loftsmen, leading hands and the like—who take years to train—are not so plentiful. This may retard expansion to a certain extent. Therefore, it may be wise to regard the recent pronouncement of an official of the Maritime Commission (*The Times*, 24th March, 1941) that "about four hundred merchant ships would be built for Great Britain in the United States under the Lease-and-Lend Act" as essentially a long-term in view. One authority gives this, another that annual figure of possibility. Perhaps a hundred ships a year is the most that can be expected. There are, however, some subsidiary factors of undoubted hope and interest. One of these is the recent agreement between the United States and Canada permitting both nations to build warships in the Great Lakes shipbuilding yards. Mutual distrust of what might be done with such weapons in the watery heart of the American continent had previously operated for over a hundred years to sterilize these splendid sites for building. Now a common danger has broken down the old prejudice, with four provisos:—

1. The vessels must not be used for service on the Great Lakes.
2. Before beginning construction, each Government must furnish the other with full information concerning any vessel to be constructed in Great Lakes ports.

3. Warships may be built on the Great Lakes with full armaments, but the armaments must be placed in such a condition as to be incapable of immediate use while the vessels remain on the Great Lakes.
4. The vessels must be removed promptly from the Great Lakes on completion.

The United States Administration has already announced its intention of acting under this agreement if circumstances demand greater shipbuilding expansion, and President Roosevelt alluded to it when he said: "The extent to which intensified submarine and air attacks on convoys may necessitate an expansion of the programme is still unknown. If the War is protracted, however, it seems certain that the number of shipyards required will have to be several times those at present available. In the terms of our present industrial arrangements, many of these can be most readily and economically available in the Great Lakes area."

On the heels of this came the even more notable St. Lawrence Seaway Agreement of March, 1941, under which the construction of a channel for ocean-going ships, from and through the Great Lakes to the Atlantic Ocean via the St. Lawrence River, will be started as soon as Congress and the Canadian House of Commons have signified their approval. Hydro-electric plant on the new diversions should provide valuable power for the shipyards.

Information about naval shipyards in the United States is scrappy, but the following facts have been obtained. In April, 1941, there were 2,226,080 tons of combatant vessels under construction compared with 823,000 tons the previous July. The slips at the New York and Philadelphia Navy Yards were lengthened to accommodate the two 45,000 ton battleships of the 1939 programme. Facilities for building and repair have been improved at such famous yards as those of the Electric Boat Company, Groton, Conn. (particularly for submarines); the Bath Iron Works Corporation, Bath, Maine (where six warships were under construction last year); the Federal Shipbuilding and Dry Dock Company, Kearny, N.J. (fifteen destroyers and two cruisers); the Newport News Shipbuilding and Dry Dock Company, Va.; the Fisher Boat Works, Inc., Detroit (torpedo boats); the New York Shipbuilding Corporation (builders of the U.S.S. 10,000 ton cruiser "Savannah"). The activities of the great Bethlehem Steel Company alone have assumed remarkable proportions in the last year or two. There are full-sized naval shipbuilding yards at Quincy, Mass.; New

York Harbour; Baltimore Harbour; and San Francisco Harbour; while the Corporation maintains no fewer than eleven ship-repair yards on both coasts. Finally, there is the question of component facilities, many of which are United States specialities—some monopolies: examples are the products of the Sperry Gyroscope Company, the Westinghouse Electric and Manufacturing Company, the International Nickel Company, the R.C.A. Manufacturing Company.

It was revealed only the other day that H.M.S. "Malaya" was being repaired in a United States yard—a revelation, indeed, of unprecedented significance.

CANADA

Up to date in the present war 45 corvettes and 13 minesweepers have been launched in Canadian shipyards, and 14 more corvettes and 18 additional minesweepers are to be launched this May. The Canadian Minister of Munitions—Mr. C. D. Howe, stated in March that more ambitious plans were under consideration. He said: "Canada is ready to begin building destroyers for Britain. . . . We are going to push the destroyer programme as rapidly as possible. I have received the detail sheets and plate specification. I have explored the equipment market, and I know where to place orders. I have obtained a few experienced men from Britain who are on their way now, though the British Government is reluctant to lose them. We are going to push the destroyer programme as rapidly as possible."

Reference has also been made to the possibility of building cruisers in Canada, while large numbers of such useful small craft as the Fairmile patrol boat are already being constructed. Perhaps it may be as well to give all the available facts about these important Canadian developments. The entire ship construction programme now involves a total expenditure of some £15,500,000 and orders placed to date include the following 120 naval ships:—

- 60 R.C.N. corvettes,
- 10 R.N. corvettes,
- 28 R.C.N. minesweepers,
- 10 R.C.N. Diesel minesweepers,
- 12 R.N. minesweepers.

It has been calculated that by the end of this year most of these vessels will have taken the water, and the installation of machinery and equipment will have begun. Engine and boiler production is well up to the launching schedule.

In addition to the corvette and minesweeper programme, about thirty vessels of many types have been refitted in Canadian yards to serve

as naval craft. These are all commissioned and on active service. Thus three fast passenger liners have been converted into armed merchant cruisers; numerous other vessels have been equipped with defensive armaments; several trawlers, yachts and other ships have been converted into minesweepers; and two hopper barges have been adapted as refuelling vessels. The programme has also involved, at a cost of £1,300,000, the construction of hundreds of craft, ranging from pulling boats to fast motor torpedo boats, for use with the Navy, Army and Air Force. Orders have been placed with small boat yards, many of which are on inland waters. Of some four hundred small boats ordered, about half have been completed. Contracts were also let recently for the construction of two large merchant vessels for the British Government. This brought to twenty the number of cargo ships being built in Canadian yards for the United Kingdom. All are of the same design: 416 feet in length, 56 feet in beam, draw 25 feet of water, and have a deadweight capacity of 9,300 tons.

Conjointly with this remarkable expansion—for it should be remembered that until recently Canada had had no experience of shipbuilding on a large scale—there has been a great development of naval armament and equipment production. Factories in six of the nine Canadian provinces have begun work on a programme involving an expenditure of nearly £4,000,000. This covers naval guns and gun mountings, shell, fire-control gear, torpedo equipment, nautical instruments and depth charges. In order to accelerate production, established firms have been chosen to do the work by the Department of Munitions and Supply on behalf of the British Admiralty Technical Mission whose headquarters are in Ottawa, and which is headed by Vice-Admiral A. E. Evans; and as far as possible orders have been distributed in those areas where skilled help is most readily available. Some of the products will be purchased by the Royal Canadian Navy, but most of the factories will be working directly for Britain. It is obvious, however, that when the various plants are in full production, Canada will have a diversified and extensive productive capacity for naval equipment of many kinds.

As for the Canadian shipyards themselves, there are eighteen altogether, the largest and best-equipped at Vancouver and Toronto, but others quickly rivalling them on the Great Lakes and in Nova Scotia. Some 17,000 men are employed already. The naval bases at Halifax and Esquimalt now have greatly improved facilities.

AUSTRALIA

Perhaps Australia should have been placed before Canada—her senior in other respects—for isolation in the South Pacific has long

encouraged her to experiment with shipbuilding. Fine local hardwoods helped the pioneers a great deal.¹

Shortly after the Royal Australian Navy was established in 1912, three River Class destroyers were constructed at the Cockatoo Yards, Sydney; and three were built during the last war. Two cruisers, the "Brisbane" and "Adelaide," were also constructed during the war years, and constructed so well that the "Adelaide," rearmed and reconditioned, is still on active service.

The spurt in Australian shipbuilding since the outbreak of the present war has been notable. The first of three Tribal Class destroyers—stronger and larger than the previous type—was launched at Cockatoo in November, 1940. A sloop of 900 tons, designed for anti-submarine and escort duty, was launched at Melbourne in December, 1940. In March, 1941, H.M.A.S. "Bendigo," a vessel for escort work and mine-sweeping, was launched at Sydney. Speaking after the Melbourne event, the First Naval Member of the Navy Board—Admiral Sir Ragnar Colvin—remarked that Australian shipbuilding had proved itself in the past "in design, quality, material and workmanship." The ships of the present programme were "stout sea boats fitted for patrolling the coastline and trade routes such as those of Australia, and for covering great distances in all varieties of weather." It is believed that the Dominion may shortly consider again the question of laying-down capital ships; hitherto an objection to this has been that all available money would be swallowed up by the provision of a single warship which might operate far from Australia, whereas the same amount spent on destroyers, sloops and corvettes would produce a small fleet for defence of local interests. Whatever may be the outcome of this controversy, however, the Commonwealth Government is now constructing at Sydney a graving dock for capital ships. This is to cost £3,000,000, and it will transform Sydney into a first-class naval base—an invaluable port of call for battleships from Singapore, or even from Manilla and Pearl Harbour (as witness the recent American visit). Thus equipped to repair, re-fit and supply battleships, Sydney will, in effect, be an advance base of Singapore. Conjointly, re-fitting facilities are being developed at Darwin in the Northern Territory, which would possibly become a useful sub-base for warships and submarines acting in defence of the Dutch East Indies, New Guinea and, indeed, Australia herself.

Merchant shipbuilding developments in this Dominion are likely to be no less important. The Commonwealth Government recently appointed a commission to organize a regular programme of such building.

¹ They were used to construct the gun-carriages of Nelson's "Victory."

This has headquarters at Sydney, and will advise on the capacity of industry to build merchantmen of various types, the control of building, repairs and maintenance of dockyards, and will arrange for shipbuilding within the limits of funds allotted now in a £A 6,000,000 contract for the supply of engines, boilers and equipment. It is said that the main problem is the construction of engines, but probably the commission will at first concentrate on the building of standard ships of 4,000 to 6,000 tons, principally for the coastal trade, to take the place of those diverted overseas. As the programme develops, ships up to 10,000 tons may be built at Sydney and Melbourne for the overseas trade. It was announced in April, 1941, that building would begin at once.

Australia's natural resources, and the enterprise of her industrialists, have made this possible. The Broken Hill Proprietary alone manufactures the cheapest—some say the best—steel in the world. White Metals (Aust.) Pty., Ltd., after securing a process for treating local bauxite with a much lower aluminium content than could be handled by previous known methods, will shortly be producing 2,000 tons of pure aluminium a year—more than the Dominion's normal imports. Teak, wolfram and lead come down in any necessary quantities from Burma. Perhaps shortage of skilled shipyard workers is again a difficulty, but the Australian has ever been quickest of all the British peoples to learn a new trade—and already his mines, depth-charges, parachutes, life-jackets and Anderson shelters have served his home-dwelling cousins in good stead.

NEW ZEALAND

New Zealand has not yet reached the stage when she can build big vessels, but the yards at Auckland have so improved their facilities in eighteen months of war that they can handle many classes of re-fitting, as well as construct ships of the smaller kind. Six years ago the Government approved of plans for the lengthening of the Calliope Dock at Auckland, to enable it to accommodate a cruiser of the "Achilles" class. A three-year plan (completed) was inaugurated for the reconstruction and modernization of the Devonport Naval Base. The Government also proclaimed part of a public domain at Kauri Point, in Birkenhead Borough, for use as a Naval Armament Depot, and built an establishment there which, according to the 1940 Report of the Chief of the Naval Staff, has functioned very satisfactorily since the outbreak of war. Large quantities of armament stores for H.M. ships and services have been issued. The naval dockyard itself has equipped some twenty-two ships with guns of 4 in. or higher calibre. Each ship sailed from Auckland with a gun's crew the nucleus of which was formed by three seamen from the New Zealand Royal Naval Volunteer Reserve. In addition, seven merchant ships have been equipped with depth charges. Some

trawlers have been fitted as mine-sweepers; a new oil tank has been filled; the naval wireless station has been transferred to a different site and re-equipped. Contracts have been let for three small training vessels similar to trawlers, armed with a 4-in. gun and smaller weapons, and equipped for mine-sweeping and anti-submarine work, but these are being built in Scotland.

SOUTH AFRICA

South Africa has suffered from a pre-war administration which promised much but performed little; but hostilities have stimulated naval and maritime activities. Among other developments, these have resulted in the establishment of workshops to produce armament and materials for coastal defence. Undoubtedly South Africa has the materials and industrial capacity for shipbuilding if she cared to develop this work. The South African Iron and Steel Corporation at Pretoria is one of the largest undertakings of its kind in the world, and its capacity will shortly be doubled by the erection of another steel plant with a capital of £5,000,000. The facilities at Simonstown have been improved since the outbreak of war; and the diversion of much shipping from the Mediterranean to the Cape route has encouraged some of the Union's ports to improve their equipment. South African mine-sweepers have already cleared at least one enemy minefield, while in January, 1941, a flotilla of these vessels broke a precedent by leaving Union waters to co-operate with the Royal Navy elsewhere.

INDIA

Indian shipyards are now working to the full capacity of building slips available. This work was intensified after the entry of Italy into the war, and mine-sweepers, corvettes and patrol boats are now being constructed. Repairs, re-fitting and the building of small craft are carried out in H.M.I. Dockyard, Bombay, which employs over 2,000 workmen. A little-known but important activity of the Royal Indian Navy is to supervise the fitting of ships in Indian ports with paravanes and other protection against mines. More than 140 merchant vessels have already been given defensive armaments constructed in Indian ordnance factories. Altogether Indian naval and ancillary personnel have been trebled since September, 1939. Once again Burmese supplies of timber and metal are convenient, while India herself is now one of the world's great steel producers.

THE COLONIES

Shipbuilding in the Colonial Empire has not engaged much attention hitherto; indeed, it has not been very important. But the exigencies

of this essentially maritime war have encouraged some extraordinary exertions, particularly in Hong Kong. Efforts have been made by the Hong Kong and the Whampoa Dock Company to deal with increased shipbuilding and repair work. A disused shipyard has been opened, and an additional deep water berth provided. Contracts for cargo ships have come from the United Kingdom. Supplies of steel are sent from Australia. To-day the two principal shipyards of this gallant colony are both busily engaged. Their contracts include small naval craft for the United Kingdom. Finally, plans are being made to develop yards at Lagos (Nigeria) and Freetown (Sierra Leone) to undertake all normal repairs to ships.

CONCLUSION

Space, and the necessity of holding back some details of overseas shipyard facilities, have restricted this survey. But perhaps enough has been set down to demonstrate that the developments represent by no means a passing phase designed to meet a temporary contingency, but the beginning of what may become a highly significant tendency. The crux of the matter is that we and our overseas cousins are developing the Empire's shipbuilding and repairing resources on the same principle as aircraft factories. These resources are valuable not only because they help us at a difficult period, but also because they are beyond the range of large-scale enemy attack (Hong Kong possibly excepted), and enable the flow of ships and re-fits to be maintained whatever the course of events in the main theatre of war.

This tendency augurs well for the future security of the British Empire. The greatest weakness of that Empire in the past has been the over-weighting of Britain at the centre and the strategic under-nourishment of the outlying parts. The whole body will be stronger when each part is able to provide more resources and take a greater share in its future defence.

ARMY WELFARE AND EDUCATION¹

By MAJOR-GENERAL H. WILLANS, C.B.E., D.S.O., M.C., T.D.,
Director-General of Army Welfare.

THE object of Army Welfare may be stated simply as being the maintenance of the morale of officers and men, primarily to fit them to carry out their duty as soldiers when the time comes, be it sooner or later, with the utmost possible efficiency; secondly in order that their relations with the civil population may be such as to ensure the maximum co-operation between the Army and the nation in the national effort; and thirdly that they, the soldiers, may in due course be better citizens as the result of their service in the Army. In order to achieve this object it is necessary to cater for the whole needs of the man—the needs of his mind, his body and his spirit, or to put it differently, to aim at a high standard of physical, mental and moral well-being which together will result in a contented soldier and so in a contented Army. It is to be noted that his needs are not solely canteens or concerts, footballs or food—though these are important in their way; far more important than merely physical requirements are his mental and emotional needs. Army Welfare, then, aims at achieving and maintaining good morale amongst all ranks; linking officers and men together in a bond that will stand the test of adversity and fostering the right relations between the civilian who is also at war and the soldier who is also a civilian, but who has been taken out of his element and put down in surroundings which are generally strange and sometimes uncongenial.

I much dislike the word "welfare" and I only use it for want of a better, for it conveys to my mind something vaguely connected with charity. I am anxious that the word should be understood, when coupled with the name of my Department, in its widest sense, for it is in such a sense that we try to approach the problem. I do beg you to guard against thinking of us only as providers of certain "amenities." Welfare is not merely something to relieve boredom. It must be planned as part of the soldier's life with the object of stimulating his morale and ensuring his mental and physical fitness. Above all, the Welfare Department must dovetail in with the other departments of the Army rather than have separate and even conflicting objects.

¹ An address given before the Royal Society of Arts on 7th March, 1941, and reproduced here by kind permission of that Society and of Major-General Willans.

In order to undertake this task we must strive to know a good deal about the soldier. In particular we must know what his needs are, we must understand the circumstances in which he lives and, possibly most important of all, we must know what he is thinking. I do not need to point out to you that to acquire this knowledge a very intimate understanding of the Army is demanded. Not only are the soldiers serving in widely divergent circumstances, in varying localities and in differing conditions of stress, but the units themselves are composed of every type of man that goes to make up the population of the country. Every unit presents its own problems, and our first resolution must be to avoid hard and fast rules and to keep our ideas elastic and our minds receptive.

Viewed in this way, welfare becomes a matter which is linked with the affairs of many other branches—I might almost say with all the other branches of the Army—and our next aim is to ensure the closest possible co-operation with the personnel of these branches; to avoid interference or overlapping on the one hand and to ensure on the other that the Welfare point of view is represented in decisions that are taken and plans that are made. I have said that in order to influence the morale of the soldier it is necessary to know what he is thinking; to know, for example, the nature of complaints that are being made and how they are being considered, the repercussions of conditions which may be imposed either by events or by authority, and to explore the possibilities of their remedy or alleviation. Experienced soldiers will agree that discontent seldom if ever arises from hardship, provided the soldier is confident that it is necessary. It arises either from ill-considered regulations or inefficiency or indifference in their application. Irritation is caused by pure red tape or by feelings of inequality of sacrifice, e.g., restrictions on troops who are close to others who are free. The remedy is to remove any irritation which is in fact unnecessary or when, for service reasons this is impossible, to offer a reasonable explanation. In other words to deal with the men with efficiency and sympathy. Explanation is of particular importance, having regard to the type of man who constitutes our Army and the manner in which he has been instructed and encouraged to think during the past generation. I want you to realize that boredom may be a worse enemy than the Germans; it is during periods of inaction that leadership is taxed, for it is at such times that grievances incubate and eventually emerge.

It is in the finest tradition of the British Army that the care of his men is the first concern of every officer, and I cannot emphasise too strongly that it is no part of the Welfare Department's duties to cut

across this vital principle. On the contrary, our work should begin where that of the regimental officer leaves off, but it must not be forgotten that the present war is far more complicated than the wars of the past, including the last Great War. The duties of the officer are more numerous, more varied and more difficult to master, and much greater demands are made upon the officer's time and energy than were made upon ours twenty-five years ago. Moreover, the soldier has many more problems, some of which are beyond the reasonable scope of the regimental officer's knowledge and experience—problems raised by reason of the bombing of his home, the evacuation of his relations and those connected with his business and property. The average regimental officer cannot be expected to be an expert on these matters and it is here that Welfare takes an effective hand. Nor do we desire to sap the self-reliance of the soldier; he should be encouraged to do what he can for himself and to make the best of circumstances from his own resources. It must be admitted that modern conditions have for one reason and another resulted in the soldier sometimes waiting for things to come to him and expecting things to be done for him. Self-reliance should be part of the equipment of every good soldier and God forbid that we should do anything to hinder its development. We must, then, approach the problem with a due sense of proportion, bearing always in mind that Welfare must be part of the system rather than an alleviation of hardship.

Before describing the work of the Welfare Department I must tell you something of its organization. It is controlled at the War Office by a Directorate under the Director-General of Welfare and Education, under whom there is a Deputy Director and a suitable staff to deal with the various branches of the work. Throughout the country the organization is based upon a system of Voluntary Welfare Officers. At each Command there is a Command Welfare Officer who has under him a County Welfare Officer for each county, who in turn has under him a number of Local Welfare Officers. All these Welfare Officers are voluntary and unpaid. I have no doubt in my mind that this system of relying upon unpaid Welfare Officers is sound and produces the best results, and before saying any more I would like to pay tribute to the devoted efforts of these gentlemen who in many cases give the whole of their time to their work and to whose determination the chief credit for any results we are able to achieve must be given. I should not be just if I did not also pay tribute to the work of my staff at the War Office and to Lieut-General Sir John Brown who has for so long carried the burden, often with inadequate resources. The organization and allocation of entertainment, of which I have something to say later, is

a whole-time business, and we have found it necessary to appoint officers to certain staffs who can devote their entire attention to the work.

It is unnecessary for me to emphasise the extent to which the whole of our system depends upon having first-class Welfare Officers. Theirs is the personal side of the work. They are charged with the responsibility of getting in touch with all units in their area as soon as they arrive; to ascertain their needs and to put in hand arrangements to meet them. I cannot in the space of a short address begin to tell you one half of their activities, but if you doubt that they are continuous and strenuous I would ask you to invite to your next meeting, not the Director-General, but one of the County or Local Welfare Officers, who will soon convince you of what it means to be a voluntary unpaid servant of the Army.

I have said that theirs is the personal side of the work, and you will remember that earlier on I mentioned the complications of war and the varied problems upon which the soldier requires something rather more than the fatherly advice of his officer. These are the problems which are dealt with by Voluntary Welfare Officers. Not that they have, or can be expected to have, the expert knowledge required to deal with them themselves. What they do is to appreciate the problem and, if necessary, interview the soldier and put the matter in train either through such a body as the Citizens Advice Bureau or the Soldiers, Sailors and Airmens Families Association, or, as in many cases, avail themselves of the services of local solicitors and others who gladly give their help on behalf of the worried soldier. The bodies I have mentioned know how much we value their help, and if a report of my remarks happens to catch the eye of the professional men and others who help in the way I have described, I hope that they will realize that, though personal thanks are frequently impossible, their work is greatly appreciated. The problems of the soldier are, as I have said, multitudinous, and we try to deal with them all. I have referred to legal and domestic problems such as those arising through enlistment and through the absence of the breadwinner from his home owing to his service in the Army. Perhaps the most important problem of all, however, is that caused by the soldier's anxiety on account of enemy air action against his home town. We call it "the problem of the anxious soldier," and the first attempt to deal with it was made by the Command Welfare Officer of the Eastern Command and London, who established a scheme whereby soldiers ordinarily living in London, wherever stationed, could apply for information regarding their relations and their homes. This applied only to London; but Command Welfare Officers in all Commands have grappled with this problem, the reality

and poignancy of which requires no emphasis from me. But I am not fully satisfied that we have got the solution quite where we want it, particularly in relation to troops serving overseas.

We are in the course of preparing plans for its extension and, we hope, its perfection, and to that end we have been in consultation with the Soldiers, Sailors and Airmens Families Association, the Soldiers, Sailors and Airmens Help Society, the National Council of Social Service and the Women's Voluntary Services. With their help I think we shall be able to get an organization going which will ensure that the soldier will receive all the help and information possible in the difficult circumstances of war.

My ideal is for the anxious soldier serving either overseas or at home to be able to receive rapid and accurate information as to the welfare of his close relatives and his home, whenever he has reason to fear that they have been the subject of attention by the Hun.

At present the soldier serving overseas is informed by the appropriate branch at the War Office when anyone carrying his name and address with their identity card is admitted to hospital as a casualty or is killed.

In my opinion this information is inadequate in the case of injury, because the soldier is left wondering about developments for what may be a very long period of time in these days of difficult postal communication. We are endeavouring to arrange that the soldier will receive follow-up cables to inform him of progress and also information when his property has been damaged, and in all cases the definite assurance that his interests are being properly looked after.

This may be a suitable time to mention to you that the duties of the Welfare Department cover the British Army wherever situated, on land and on water, its female members as well as its male. I mention this at this point because the postal and telegraphic communications are of vital importance to our forces overseas, particularly in cases such as I have described. There are at present considerable concession rates available to soldiers overseas and their relatives and friends at home, and it is hoped to be able to extend this service before long.

Perhaps the most important side of the Welfare Officer's work is that which concerns itself with the relations between the soldier and the civil population. We are concerned to foster not only good but cordial relations, and for the most obvious reasons. Up to now these have been good, thanks to the kindness of the civil population and, I hope, to the adaptability and good manners of the troops. Hospitality has been generously offered and gratefully accepted, but you can well

understand that to provide all the hospitality the soldier wants, even given the goodwill of the whole community, requires much organization. Although they see each other every day, soldiers and civilians do not necessarily mix unless somebody helps them to do so. It is not a bit of good to put up a notice in a canteen, for instance, saying that Mr. So-and-So will be pleased to see soldiers at his house. The soldier is a shy creature and will not respond to general invitations of this character. He fears he may not be welcome, he fears that he may find himself out of his element, and much goodwill is thus apt to be thrown away. The Welfare Officer is the link. He can do much to bring soldiers and civilians into personal contact; to arrange that Mr. So-and-So has a room which he is willing to offer for the use of six men on Mondays, Wednesdays and Fridays, and he is possibly able to go even further than that. I do hope I can make you realize how important civilian hospitality is. Mistakes have occurred through ignorance and other causes, and I know that sometimes good people have feared that their offers of hospitality have been rejected. Believe me, that is not the case. It is impossible to over-estimate the value to a soldier necessarily deprived of his home life of the opportunity of entering a private house and sitting during part of his leisure hours in the warmth and comfort of somebody else's home. Nor should the impossibility of providing food under present conditions deter anybody from asking soldiers to his house; it is not food that is wanted so much as home surroundings and the warmth of human sympathy.

It is our aim to give the troops "something to do and somewhere to go" in their spare time. There are few things worse for morale than for men to be allowed to roam the streets at night with money in their pockets and no programme in their minds. We have therefore devoted particular care and thought to the provision of entertainment, both live and pictorial, and to supplying men with canteens and hostels where they can feel at home and escape for the time being from the atmosphere of discipline and training.

Professional entertainment is organized by a body called E.N.S.A., which sends parties all over the country to give concerts, musical hall shows and sing-songs. Many thousands of such entertainments are given annually and, with a few exceptions, the parties are very popular. Men are allowed to take civilian friends to these entertainments, and one of the features of this type of amusement most pleasing to the men is that it allows them, by inviting the men and women on whom they are billeted or who have done them some kindness, to repay in some measure the hospitality or service which they have received.

But professional entertainment is necessarily costly, and at the best cannot meet more than a fraction of the demand. We have to regard it as the icing on the entertainment cake, and have to supplement it by calling upon voluntary entertainment parties—unpaid entertainers—to fill in the gaps. The response to our call for such entertainers has been amazing. In one Command alone over 300 concert parties give regular "shows" every week to the troops, sometimes giving three performances to different units in one night.

Even with this help we cannot fully satisfy the reasonable requirements of the Army, and I for one am glad that that is so. For it means that we are driven to rely on what, in my view, is by far the most important form of entertainment in the Army—the entertainment provided by the men themselves. Service concert parties have been formed in all large formations and in many units. There is plenty of high-class talent in the Army, and we have made small grants of money to enable the parties to obtain costumes, lighting-sets and musical instruments. These parties keep men occupied and amused at rehearsals; the men enjoy their performances; they stimulate esprit-de-corps. We encourage them to the utmost.

We try, too, to do something for the lovers of classical music, bearing in mind that the Army of to-day does not by any means consist entirely of "low-brows."

A powerful ally in our work to combat boredom and to keep men mentally alert has been the cinematograph. We have mobile cinemas which show educational training, and recreational films. Their particular value is that they are able to take entertainment in acceptable form to small detached units who are too far from towns to get to civilian picture-houses. Arrangements have been made with the cinematograph industry for an adequate supply of up-to-date films, and we are putting on the road as many more of these mobile cinemas as the manufacturers can produce.

The part played by radio in Welfare work is of the greatest importance; a wireless set can bring a continuous variety of entertainment to even the smallest and most isolated post. It would be almost impossible to estimate accurately the number of wireless sets in the possession of the troops; many thousands have been provided by the Nuffield Trust and many thousands more presented to units by private organizations and individuals. In spite of this, however, there are still many gaps to be filled, and to meet the needs of units still without adequate listening facilities the Treasury have recently provided funds for the purchase of 10,000 sets. It is, however, not enough that the soldier should have access to a wireless set; he must also be made to

realize that a certain responsibility rests with him to look after his set, to make sure that it is carefully handled and, if damaged, immediately repaired. We cannot afford to have a single wireless lying idle to-day.

I pass now to another aspect of Welfare—canteens and hostels. In this branch of our work we are faced with a difficulty which has caused us much thought—the shortage of certain supplies and the paramount necessity of avoiding waste of food. It is common knowledge that the soldier gets good and adequate rations, and that in this respect he is far better served than the civilian, who is also “in the front line.” Our problem is to provide the soldiers with comfortable canteens without at the same time encouraging consumption of food from the common stock which will reduce the supplies available for civilians, who already are hard put to it to get their normal supplies. We must not make our food in canteens too lavish, or the men will not eat their rations and there will be waste of foodstuffs.

To meet this problem we are now working on a scheme which we hope will provide the most satisfactory solution possible. Put shortly, the scheme is—

- (i) that every canteen in the country is to be examined individually, and only those that are certified by Commanders-in-Chief as reasonably necessary for the troops will be allowed to obtain supplies ;
- (ii) the hours at which canteens are to be open are strictly limited ; and
- (iii) the provision of heavy meals, except where men are in hostels or on journeys, will be prohibited in canteens and institutes.

These restrictions may cause some dissatisfaction, but I am sure that if we explain to the men the reasons underlying them, they will cheerfully accept them.

There are in the Army two distinct types of canteens. One type is supplied by N.A.A.F.I., which is an official Army organization, necessarily run on commercial lines with paid staffs, and which hands back to the men a percentage of the takings at each canteen—such rebate being paid to unit funds for expenditure on the welfare of the men. These N.A.A.F.I. canteens sell all types of goods used by soldiers—sweets, food, soap, cigarettes and so on—and they sell at reasonable prices.

The other type of canteen is run by a philanthropic body normally staffed by unpaid ladies, and not run for profit. Canteens fail in their purpose unless they are homely and comfortable, and unless they offer to the men free attractions such as games, books, magazines, writing

paper. They sell goods, of course, but their first function is to provide a real home atmosphere. I am asking the various bodies to pay particular attention to improving the comfort and cheerfulness of these canteens.

I do not want to bore you with statistics, but I think that I can best give you some idea of what has been done for the men on this side of our work by giving you a few figures about canteens. Quite apart from N.A.A.F.I., there are in this country over 5,000 static canteens and over 700 mobile canteens. To staff these canteens there are more than 80,000 unpaid workers. These figures will give you some idea of the goodwill and sacrifice and generosity which has been harnessed to the coach of Army Welfare.

About half of these static canteens and nearly all of the mobile canteens are run by what is known as the Council of Voluntary War Work—a Council composed of representatives of the Y.M.C.A., Salvation Army, Catholic Women's League, Presbyterian and Methodist United Board, Church of Scotland, Y.W.C.A., Church Army and Toc H. The W.V.S. are associate members of the Council. The Council was created early in the war to prevent overlapping and waste of effort, and, though it represents all creeds and classes, it has at all times worked with the greatest harmony. To it the Army owes a great debt of gratitude.

In addition to static canteens in camps and towns we have canteens at every important railway station, and we are providing through the same bodies buffet cars on main line express trains. At every main line station men are given free cloakroom, lavatory and washing facilities.

One of our constant problems is to provide accommodation for men passing through large towns or wishing to spend short leave in a town near their unit, for there are many men whose homes are so far away from their military stations that they cannot afford the time or the money to travel to them. To help these men we have in London 31 hostels capable of sleeping over 3,000 men at a low-inclusive charge for bed and breakfast. In the great cities in the provinces, like Liverpool and Plymouth, we have similar hostels. Something—but as yet not enough—is also done for the younger officers on the same lines, and the generosity of Lord Nuffield enables them to stay at certain good hotels and clubs in London at reduced charges. We are making efforts to provide officers' clubs in a few of the main centres.

For the other ranks we have got Treasury approval for the provision of hostels in 35 provincial towns which will give us 1,100 more beds. These should all be opened in the course of the next four months. Our

aim is to make these hostels genuinely comfortable and home-like; and as little like the Victorian barracks as the wit of man can make them.

"The British soldier," it has been said, "will play any game from nap to manslaughter." Whilst we do not encourage the latter type of pastime, we do strive to supplement the resources of units, particularly new or isolated ones, by grants for the purchase of all types of sports gear. One of our main sources of help has been the Nuffield Trust; invaluable help in cash and in kind has been received from some of the great London and provincial newspapers; Lady Kemsley's *Daily Sketch* Fund, "Jocks Box" in Scotland, and the *Daily Dispatch* Fund in the North-West are outstanding instances of the funds raised by newspapers for this purpose.

Here, as indeed in every branch of Welfare work, the importance of co-ordination of effort and self-help cannot be exaggerated. It is part of our job to see that the things available—be they books, sports gear, comforts, or anything else—are sent where they are most needed, and not where they are most loudly demanded. It is part, too, of our duty to help those who help themselves, to encourage men to do what they can from their own resources, to avoid waste, and to direct the flow of supplies into the right channels.

In this war the men in the Army are magnificently equipped and clothed, and the Government issues of woollen articles are thoroughly serviceable. Nevertheless, there are lots of little ways in which we can improve the comfort of the soldier by providing extra woollen articles such as cap-mufflers, gloves, pullovers, scarves and gumboot stockings. In my branch we have taken in hand the organizing of voluntary knitters for the Army and the distribution of their work. Here again one of the real problems has been to organize things so that Soldier A. does not get six pullovers and no gloves, whilst Soldier B. gets six pairs of gloves and no pullover, and Soldier C. gets nothing at all.

Around many of the anti-aircraft sites there are bits of land which are not required for any military purposes, but which form part of the unit's holding. We have given every encouragement to the men on these sites to cultivate them and to produce flowers and vegetables. Money for seeds and tools has been provided, and, in spite of the natural objections that others may reap what they have sown, the men have in many cases taken advantage of this help and produced very satisfactory crops.

Do not think that we have overlooked the women who now form part of His Majesty's Army. We recognize our responsibility to the

A.T.S and to the V.A.D.'s working in military hospitals. We have been able to give the A.T.S. some grants for special purposes such as the provision of deck chairs, pictures for huts, mats for recreation rooms and so on. The A.T.S. have the same rights in canteens and institutes and the same facilities for entertainment and sports gear as the men, but where their numbers justify the expense, special clubs and canteens have been provided, and I hope to do more in this direction.

May I say a word now about that unsavoury subject finance. The Treasury provide grants, but these grants cannot, and in my judgment ought not to meet all our requirements. It is a sound canon of finance in the Army that public money must be allotted for a strictly defined purpose, and must only be spent for that purpose. In a new activity such as Army Welfare it is impossible to foresee what demands will be made or what gaps must be filled. Let me give you an instance: when the B.E.F. was evacuated from Dunkirk we had to improvise canteens and rush supplies of tea and food to the ports and stations through which the men passed. A more recent example was the demand for comforts to troops serving in Greece. For both of these money was required at once. It was forthcoming because the then Director-General of Welfare had collected from private sources a comparatively small fund which he could spend at his discretion. Cases are constantly coming to me in which a small grant *at once* will enable some valuable welfare work to be done. This Director-General's Fund is the oil which makes the machine work on many occasions. At the moment there is not enough oil in the oil can—and I want to buy a bigger oil can now that I have so much bigger and more complicated a machine to run.

Perhaps our biggest problem is the isolated post—the little knot of twelve to twenty men serving an anti-aircraft post or a searchlight. These men are generally far from a town with its shops and amusements and social life. There are so few of them that not more than one or two can be away from the station at any one time. Their quarters are often bleak—sometimes tents on exposed sites. They have no electric light or coal fires. They are on duty at their guns or lights all night, and they have to clean their weapons and camp and equipment in the daytime. There is no canteen near them, and they have none of the home comforts which make life bearable. There are not enough of them to get up a game of football.

These men deserve very special consideration from Welfare. We have done what we can by getting mobile canteens to them whenever possible, by giving them books, magazines, mouth organs and song books, dartboards and cards, and by sending small concert parties to cheer them up. We have supplied some of them with wireless sets,

and we have arranged in many cases for them to go to near-by houses for baths and mending and a quiet smoke. But I do not feel that we have yet done nearly enough. We want to make their huts more comfortable, to arrange occasional trips to the nearest town, to give each hut its own wireless set, and so on. If my Director-General's Fund were larger I could do much for these cheerful dogged men.

Do not forget that we do not shovel out money on demand. Many units have their own regimental funds, and we do nothing to discourage men to help themselves by contributing a little to their own welfare. It is the new units, the isolated posts and the young soldiers' battalions which demand our special attention.

Nor are we satisfied that we have done enough for the Army as a whole. We have plans and ideas which we are hoping to get into concrete schemes before many weeks are over. I have already mentioned our scheme for providing hostels in 35 provincial towns. We want to do more for the young officer, by providing him with cheap comfortable clubs in suitable towns, by arranging dances and parties at week-ends and by giving the cadet training units rest rooms and recreation facilities which will make it easier for a cadet to take his place in an officers' mess when he is gazetted. We have started a scheme for the encouragement of handicrafts. We dream of instituting in every unit a "quiet room" where men can sit and read and smoke and write in comfort and good company. We want to encourage men to visit places of historical interest near their stations, to make more use of public libraries and museums and art galleries, to learn field-craft, to keep up their hobbies, and so on.

Up till now I have been speaking to you almost entirely about our Army at home. But my Branch is also responsible for the Welfare of all our overseas troops ranging from Abyssinia to Mauritius, from Iceland to Singapore, and from Hong Kong to the West Indies. "The world is my parish." We supply these troops with wireless and comforts, canteens and institutes, books, sports gear, luxury comforts and the like in just the same way as we cater for the troops at home. Our main clearing house for the supply of goods to the forces overseas is the Army Comforts Depot at Reading, which has sent out millions of articles to many corners of the globe. There is no expeditionary force or garrison overseas (except in India) which has not received its quota of comforts and cash. One of our difficulties, of course, is the obtaining of shipping space; to reduce this difficulty we encourage overseas forces to buy locally whenever they can in the markets of Cairo, Cape Town and elsewhere. One item of particular interest is the hiring of wireless time

from the broadcasting station in Iceland—we get one hour a day for the troops in Iceland, and the experiment has been such a great success that we are hoping to adopt a similar scheme in other areas.

It is part of our task to look after the welfare of the allied troops stationed in England. For this work there are special liaison officers charged with the duty of ascertaining the needs of the French, Dutch, Czechs, Norwegians, Poles, Belgians and Indians in this country. These officers constantly visit their "constituents," and we have been able to do a good deal to assist them.

So much for our present endeavours; and, as I have said, we are neither satisfied nor willing to be satisfied. We are resolved to continue to keep our minds open to new ideas. There is no prospect of our becoming complacent, even were there fewer and less severe critics than there are. Criticism is wholesome and we welcome it. Even more important is resolution and understanding, and I claim that the members of my staff are imbued with these qualities. We realize what we have to do now and, what is more, we realize that our work will not stop when the last shot has been fired.

I do not propose on this occasion to discuss the many problems which will be presented to the Welfare Department during the demobilization period; suffice for the time being to do our share in winning the War. But we should not forget that the time will come, and as I have already said we want to ensure, be it sooner or later, that the soldier when he has done his job will go back to civil life a better and a more useful man than when he left it, and that he will slip into civil employment without suffering the miseries endured by his father. I will say no more than that we have this in mind, and that thought is being given to it. I should like it to be known that thought is being given to it, for I have no doubt that the subject has its own important bearing on morale. The soldier takes the ups and downs of war as they come; he does not brood upon hardships; he goes where he is sent and suffers and endures and lives and works and plays, and takes it all as part of the game. But he does worry about his family and his home, and he does worry about the future, and I have no doubt that a realization that the future is at least being thought about would be a comfort and encouragement to him. It is being thought about, and I hope that the thought will in due course produce results, though I do not for one moment underestimate the immensity of the problem.

EDUCATION

My Directorate is concerned with education as well as welfare, and I think it is proper that this should be so. I am convinced that education

and welfare must go hand in hand, for the line of division between them is indistinct. Welfare is concerned with the morale of the Army; so is education. We aim at the well-being of the mind and the spirit as well as the body; surely that is the aim of education. I should like to tell you something about this branch of our work.

The Directorate is a small one with three branches. One of these deals with the whole of the scheme; the second is an offshoot of this, dealing with correspondence courses in vocational subjects; the third deals with the normal services of the Regular Army as they continue in war (boys, etc.). The Director and the heads of the first two branches are civilians, lent by the Board of Education. The head of the third branch is a General Staff Officer, who has done this work for many years. Attached to the Directorate are the Inspector A.E.C.—a Brigadier, and his assistant—a Lieutenant-Colonel.

The Army Educational Corps numbers some 120 officers and 600 sergeants or warrant officers. Their present function is to stimulate and organize the demands made for education—which is purely voluntary. The peace-time system of compulsory education and Certificate Examinations is suspended.

Each unit of the Army has an Education Officer, who in addition to regimental duties interests himself in the education of his men.

Educational facilities are largely supplied by agents—the Universities and the local education authorities. These, being in existence and having an organized service, hold the field very largely at present. But every attempt is being made to encourage the Army to do its own work in the unit. The influx of civilians has brought thousands of potential instructors into the Army, and considerable progress has been made in using them. In an Army which is constantly moving and often inaccessible it is clearly desirable to be self-supporting.

Correspondence courses have been started in banking, insurance, law and civil engineering. These courses have been prepared by or with the full approval of the professional bodies concerned. (There is a fee of 10s. for them.)

The Directorate has been at work for five months. During that time all financial details have been approved and put into operation; 280 additions have been made to the A.E.C. A transport system has been arranged for men within twenty miles of any facility. The panels of University lecturers have been extended and broadened very considerably. Arrangements of varying kinds have been made for the supply of books, maps, pamphlets and various educational material and equipment. Many new activities have been suggested and fostered,

e.g., in art and music. Special programmes of broadcasts have been arranged. Provision has been made for teaching English to foreign troops.

It is worth noting that in September 800 lectures were given to the Army. The number has steadily risen each month to 4,800 in January. Classes have followed the same line, and now number 3,200 in over one hundred different subjects.

Correspondence courses were not ready until the beginning of this year. There are already 5,000 applications.

This is what we have begun to do, and in my opinion what has been achieved is of considerable importance and reflects great credit on the Director of Education and the others concerned. Progress has been made, but no one will deny that only the fringe of the subject has been touched. The aim of Army education is first to offer higher education to the most cultured minority who must be regarded as being amongst the men who will make the future England. There may be only a few of these, but there are many more who require opportunities to continue interrupted studies or to learn a profession or trade which will enable them to make their way in civil life. There are many more still who require no more than mental and physical occupation. We will try to grapple with the problem, and I promise that whatever happens we will not be disheartened. As in Welfare so in Education, we must have one eye on the future when hundreds of thousands of men will clamour to be the first to return to a world which will offer a welcome only to those who are qualified and willing. Before that time comes we must fortify the soldier with the necessary technical or professional ability and educate him to the right attitude of mind. For the moment we are engaged in a life and death struggle, and the future is rightly regarded as the concern of the future, but it is never too soon to think and to plan, and the knowledge that thought is being given in itself contributes to our present task of winning the war because it brings encouragement to anxious men.

Here, then, is what we are trying to do: to keep open minds; to keep a sense of proportion; always to be on the lookout, never to be satisfied with what has been done, never to be disheartened. At least we realize the magnitude of the task that is before us, and we realize its importance. It requires no overheated imagination to see a time when morale may be more vital than tanks or aeroplanes. The responsibilities of leadership in these times are crushing, the opportunities endless. Ours is the great opportunity; we will try not to fail the men, who are the salt of the earth, any more than they will fail us.

SUGGESTIONS FOR UNIT TRAINING¹

By MAJOR M. P. HUTHWAITE, The Loyal Regiment.

TRAINING is the major consideration of the Army at home at present. We all realize that in the German Army we have a formidable foe, and that we must use every moment of the time allowed to us to bring ourselves up to a satisfactory standard of technical efficiency.

The Germans have some 220 divisions of well-organized troops, many of whom have had the experience of active service, and all of whom are stimulated by the remembrance of recent victories. We might quite reasonably be depressed, but we are not. For we are certain that once we have achieved the same standard of technical efficiency we are more than a match for our enemies.

We know it because we realize that, in spite of the apparent change in conditions which the introduction of complicated material has brought to war, the spirit of the individual soldier is still a deciding factor. We know, too, that every man in our Army, be he an experienced General or a raw recruit, has in him a feeling of moral superiority and the conviction that he is a better man than the German. Because of this we shall win the war on land just as we are winning it on sea and in the air. But how many lives will it cost?

The answer lies in the efficiency or otherwise of the training which we carry out now. The success attained in our training will finally be measured in the size of our casualty lists. The realization of this is an incentive which must inevitably drive us to make every effort.

Let us then consider how we can overcome the difficulties which invariably arise so that we can train up to maximum effect, get quick results, and ensure that when we finally go into battle every man will play his part to help us achieve the victory which we must, and which we shall, obtain.

An officer who is given command of a newly formed unit will find it of value to make a list of the various things which he will have to instil into his officers and men before the battalion can take its place in the

¹ It may be asked why an article of this nature is written by an officer who obviously cannot speak from experience of command. Major Huthwaite requests, it may be explained, that the suggestions made are those which during thirteen years' regular service he has seen successfully put into practice by a number of commanding officers in many different units. His object has only been to sort and collate a few ideas on the subject.—EDITOR.

field with the comforting knowledge that it contains not one weak link. Such a list might well be as follows :—

1. Intelligent discipline.
2. Power of leadership.
3. A high standard of physical fitness.
4. Sound commonsense administration.
5. Individual proficiency in weapon training, etc.
6. Tactical knowledge.

This may seem a lot to teach some nine hundred officers and men of all ages, types and outlooks in a short time, particularly when the weather, leave, guards, and other essential military duties seem to check one's every effort ; but it has got to be done. Let us take each of our headings in turn and consider what methods we can adopt.

Discipline.—No-one in the Army will question the value of good discipline. Without it all our efforts to train in the other matters which we have mentioned will come to naught ; without it the battalion will never stand up to the stress and confusion inevitable in battle. But a great many people in Great Britain do not realize this ; they think that the object of discipline (particularly when taught or expressed in good turn-out and smart drill) is to pander to the out-of-date ideas of a gentleman called Colonel Blimp. Moreover they express these views in newspapers and magazines which are read by the men who join the battalion.

The first thing, then, is to make sure that every man in the unit understands the *need* for discipline and the *value* of it, for the men are quite intelligent enough to understand. If we explain discipline to them, not only on the day they join when it is liable to go in at one ear and out of the other, but at regular intervals, it will be found that instead of chafing against it the majority will do their best to attain a high standard. Now a high standard of discipline is insisted on at Officer Cadet Training Units and Infantry Training Centres. If officers and men have been through one or the other all the Battalion Commander needs to do is to maintain the standard.

We know that discipline is taught most easily by close order drill, therefore it should be maintained by this method.

Let us try to lay down four principles regarding drill.

- (a) Drill parades should not be held to "fill up the programme" but only to the extent that the unit requires.
- (b) When a drill parade is held the officer or N.C.O. taking it must be proficient. Nothing is more harmful than a badly conducted parade.

- (c) Smart drill must be insisted upon on every parade, be it for a fatigue party or anything else. Each little party under a lance-corporal should conduct itself at all times as if on ceremonial.
- (d) Whenever possible a battalion drill parade should be held at least once a week. There is nothing like it for holding the battalion together.

Smartness in turn-out is another aid to good discipline and should be insisted upon. We want to get self-discipline by the individual to assist us to good discipline by the unit, and a dirty man is bound to be lacking in personal pride.

It is not always easy for a soldier who has to do such things as coal fatigues to keep clean, so we should view the matter of turn-out reasonably and give him all the help we can. In other words, assist the soldier by letting him wear old clothes for fatigues; help if possible by the provision of such things as clogs for men working in dining halls and sacking aprons for coal parties; let the men stack their respirators to one side before a dirty job is undertaken. But when the order is for clean turn-out we should insist on a very high standard; clean respirator haversacks, scrubbed gaiters, pressed trousers, and so forth.

All this may seem obvious, but the writer has seen one unit whose M.T. drivers are distinguishable by the filth on their caps; the reason is that on maintenance parade and while actually working on their vehicles they are forced to wear them.

Bound up with the question of good personal cleanliness is the matter of clean and well-kept billets. Dirty billets will lead to dirty soldiers. We must maintain a high standard of cleanliness in our accommodation, our cookhouses, etc.

Good discipline should then be based on three things—

Explanation to the men.

Good drill on all occasions.

High standard of cleanliness in personal turn-out and accommodation.

Power of Leadership.—It has been said that a leader is born and cannot be made, but this is a misleading statement. Most officers, and a great proportion of men, can become good leaders if they try hard enough. It is true to say that in the pre-war Regular Army one rarely found a regimental officer who was not at least an adequate leader. The principles by which this ability to lead were instilled were very simple. The Commanding Officer insisted that every officer should:—

- (i) Be proficient at his job.
- (ii) Take a very real interest in the men under his command.

Many young officers at first shrink from this, not through idleness or lack of interest but through shyness. However, each platoon commander was expected to know the name, civil trade, and home town of all his men. He had to talk to them to find out. Once he had talked to them the ice was broken, he became interested and the rest was easy. Once the officer looks after his men, the men will look after their officer and the task of command becomes much simpler.

The writer can recall an occasion when two battalions moved into billets in a town in France. They lay cheek by jowl and the billets were uncomfortable and cold. Before nightfall one battalion had all the available straw in the neighbourhood and the men slept in comfort from that time on; in the other battalion the company and platoon commanders had not "troubled" and the men slept hard. It is unnecessary to say which was the happier and the more efficient unit.

(iii) Set a high standard of self-discipline, fitness and turn-out.

This is all bound up with the question of interest in the men. Officers must be made to understand how much the battalion is reflected in them. Sadly enough, this matter depends so much on one or two. A weak adjutant or a bad senior subaltern may encourage all the junior officers to follow the wrong path. Too often one sees units and realizes that those young officers who are considered what the Americans call "big shots" by their fellows are those who have the biggest capacity for social enjoyment; sometimes the conscientious hard-working officer is almost looked down upon as too serious. We do not want our officers to lose their sense of enjoyment of life, but we do want a commonsense outlook.

A Commanding Officer must remember that youth is very sensitive to leadership and encouragement. It likes to think that it is very independent, but its enthusiasms can be easily guided. If a unit is to train its officers to be good leaders it is essential that the seniors shall take a real interest in their juniors; they should congratulate them on their successes, point out their failures and, without preaching to them, show them which things are sound and which are not.

We have only considered leadership by the officers; but what of the non-commissioned officers? The answer is simple. Good officers will produce good N.C.O.'s, just as good officers and N.C.O.'s will produce good men.

It is necessary to give one word of warning. Many of us cannot lead without being given a chance to do so. We must be allowed to develop self-confidence. We must ensure that our officers realize the value of

decentralization so as to give the N.C.O.'s responsibility, and when they do decentralize we must be reasonable if at the beginning small things go wrong. Too often one hears a company commander say to a subaltern "I don't want any excuses. It's your job to see it's done right." It is the subaltern's job, but we shall never get good work out of our N.C.O.'s if there is always an officer standing over them. If something goes wrong, before we allot blame we must decide whether the officer failed to do his part or the N.C.O. to do his. Few N.C.O.'s can compare with those of the Guards—that is because in the Guards the N.C.O.'s are made to shoulder the responsibilities which are really theirs.

Physical Fitness.—There is no need to dwell on the need for this: it is obvious. We all realize too that fitness in a military sense is different from normal fitness. In war we want something in reserve. We want to be able to march twenty-five miles with equipment and then withstand an attack; finally to be able to counter-attack.

Let us see that our officers and N.C.O.'s inspire the men by the example they set. We do not want battalions which are known as being "sociable" and which "throw good parties," but battalions which are known as being tough.

We can achieve the standard of fitness which we need without much difficulty. It can be an unwritten law that no-one smokes before tea time; we can arrange for inter-company competitions in which every man has to take part. It is most important to get every man. If we are not careful we shall find that we have a battalion with a very cumbersome tail of unfit men such as clerks, cooks, etc., who may let us down at a vital moment. The great point to stress is that once again the officers must lead the men. If the officers do give a lead in this matter the men will follow it.

Good Administration.—Good administration is not an end in itself. It is designed to keep the men fit, well fed, well clothed and contented, so that they may gain in spirit and efficiency for the real business of fighting.

The administrative side of a unit must be well organized, but not over-organized. It must be the object of the P.R.I. and the Adjutant to keep the companies as free from unnecessary administrative work as possible. This is not always easy, as a great deal of administrative work is ordered by various regulations or comes down to the battalion from higher formations. But just as the good staff officer is one who works hard himself to lessen the strain on the troops, so the good P.R.I. and the good Adjutant are those who free their company commanders

from unnecessary administration. The principles we should follow are :—

- (a) Draw up a list of record books which we consider companies must keep, and inform them that they are to keep these and no others.
- (b) Avoid asking companies for a long list of returns. Special returns required by higher authority should, as far as possible, be compiled in the orderly room. Periodical returns on routine matters are often a confession of mistrust of company commanders; some will however be necessary, and it is a sound idea to cover these by running off on a wax a monthly company return.

It might be after this style.

“ ‘Coy’ Monthly Return.
for.....

I CERTIFY THAT :—

- (1) Arms and ammunition have been inspected at least once a week.
- (2) All men have had two baths a week.
- (3) All A.B. 64s. have been checked and necessary alterations to rates of pay, etc., made.
- (4) Kits have been inspected and all deficiencies made good with the exception of items shown on reverse.
etc., etc.

Captain,
Comd. Coy 1 Loyals.”

This saves much labour and serves as a useful aide-memoire to the company commander.

Let us repeat again, administration must be practical and designed to keep the unit in good fighting trim; it is *not* an end in itself.

Individual Proficiency.—Every man must be good at his job; he must be skilled in the use of his weapons.

The secret of quick success in this respect is the maintenance of interest. Individual training tends to become stereotyped and to drift into a state where the officers wander vaguely about slapping their legs with their canes and the N.C.O.’s give long monologues to little groups of blank-faced men. This is bad, because though it does finally achieve its object it wastes time in doing so.

The programme of work should be very carefully planned so as to alternate active periods (e.g., bayonet training, drill, section formations) with static ones (e.g., light machine gun instruction, gas instruction).

We should try to let the men see the final object of the training as early as possible. If, for example, the men are allowed to fire a burst from the light machine gun at an early stage, they will study and learn its mechanism with double the interest. If at intervals a bayonet training period consists of a hundred yards move-up under cover followed by a wild charge against an enemy trench, they will return to the routine drill of bayonet fighting on the square with much more enthusiasm.

And again we want active participation from the officers, and a sense of competition. This can easily be achieved; the platoon commander can, for instance, allot the last five minutes of a period on stripping the Bren gun to an inter-section stripping competition which he conducts himself.

If we can keep them interested the men will get through their individual training quickly; if we introduce plenty of competition the rest of the section will see to it that no idler lets them down.

Tactical Knowledge.—The ideal way to produce officers and N.C.O.'s with sound tactical knowledge is to instil the principles into them. This, however, takes a long time, and during the lengthy period when the principles are imperfectly understood the young officer or N.C.O. faced with a problem tends to be very slow in coming to a decision. The Germans say in "Truppenfuehrung," their equivalent to our Field Service Regulations :—

"Better a faulty plan which shows boldness and decision than a perfect plan enmeshed in uncertainty." And again, "Initiative is essential, mistakes and even disobedience are better than inertia."

There is a lot of good sense in both these quotations. In war to-day, we must think and act quickly.

In the opinion of the writer an excellent way of getting a unit tactically trained in a short time is by the use of Battle Drill.

What we do is to—

- (a) Produce a book solution answer to each tactical problem which may arise, e.g.—

Platoon mopping up a road block.

Company in attack.

Company in defence.

Company clearing a village.

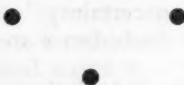
etc., etc.

Let us consider the question of teaching "Company in Defence" by this method. Our Battle Drill solution would lay down :—

- (i) Two platoons up, one in reserve.
- (ii) Platoon areas to have all round defence.
- (iii) Reserve platoon to cover the flanks of the forward platoons.
- (iv) Priority of defence work to be so and so.
- (v) Each company and platoon headquarters to be responsible for getting in touch with the troops on the left.
- (vi) Details ~~re~~ siting of light machine guns.
- (vii) Tasks for 2" mortar, etc., etc.
- (b) Explain the solution on a suitable piece of ground.
- (c) Carry out the occupation of the position on the selected ground as a drill.
- (d) Repeat the occupation on the same ground, till it is perfect.
- (e) Carry out the same plan of occupation on several different pieces of ground.

Once a battalion or a company has gone through this procedure it will be found that it can occupy a position and prepare it for defence very quickly indeed.

Moreover, when we go to war it will be found that nine times out of ten the solution known and practised meets the tactical situation very adequately—all that the company commander will have to do is to indicate the approximate platoon localities. If, for instance, always working on the same scale map, our Battle Drill solution showed platoons as—



he might in the actual battle give out his orders as :—

"B Coy. will occupy a defensive position. A are on our right, and C on our left, D in reserve. Forward defence line on line of main road. Platoon localities will be COPSE. HUT, TUMULUS. Usual arrangements. Any questions?"

The position would then be occupied exactly as practised except that the lay-out of platoons might be—



The point is that it is easier for all concerned to act quickly in carrying out a procedure they know well than it would have been for them to

think of tactical principles and then spend precious time in orders and explanations to put them into practice.

We have said that the Battle Drill lay-out works excellently nine times out of ten. The tenth occasion (still considering defence) may be one when the front is so wide that there can be no reserve, or so narrow that we can only have one platoon up. If this is obvious the company commander will realize it and site his platoons to meet the case, but the greater part of the drill (all round defence, digging in, etc.) will still hold good.

We have not really got time to teach tactics as thoroughly as we sometimes try to do. Long discussions as to the exact siting of a platoon locality and its section posts are not justifiable. We want to get the platoon in a suitable area, we want the platoon commander to have a sound idea as to how to site his sections, and the section commanders to know how to prepare their section posts and how to site their light machine guns, so as to get a good field of fire and support the platoons on the flanks. The "Battle Drill" will have taught them this.

Let us make sure then that, as a basis for tactics, our junior officers and N.C.O.'s have firmly fixed in their minds the lessons of a Battle Drill for each tactical problem which they might be called upon to solve. Then, if we have time, we can elaborate our study of principles as opposed to examples.

One last thing to remember is the value of having an "enemy." In battle the action of the enemy provides the unexpected. During training the value of an enemy is immense in teaching men to think and act quickly, and in maintaining interest. If possible, one company should train in defence, while another does so in attack, against them. The action of carriers in meeting a road block should be combined with exercising a platoon in establishing and holding a block. Neither side should be too strictly controlled but each commander encouraged to use his wits to beat the enemy. Umpires are of course necessary, but these can be borrowed from other companies or platoons not taking part. Their rôle should be confined to painting the picture and preventing a real battle breaking out; it is for the officer running the exercise to hold the discussion and bring out the lessons which have been learnt.

We have now considered in some detail all our original headings. If we are to achieve the success that we want in our training, the Commanding Officer must plan it very carefully, and then explain his plans to his officers and N.C.O.'s so that he gets their enthusiastic co-operation.

In the early stages of training particularly, it is essential to remember the value of decentralization and delegation of responsibility and the necessity for ensuring that we do not leave any men untrained, for these will prove a weak link in the unit. If possible we should try to arrange for every man in the company to be available for training with that company at regular intervals. Often the best way to achieve this is by planning the training programme on the following lines :—

<i>Day.</i>	<i>All personnel for training.</i>	<i>Training with all except employed personnel.</i>	<i>Guards and fatigues.</i>
1st } 2nd }	A Coy. Signallers. Carriers. Mortars.	B and C Coys. A.A. Platoon. Pioneers.	D Coy.
3rd } 4th }	B Coy. A.A. Platoon Pioneers.	A and D Coys. Signallers. Carriers. Mortars.	C Coy.
5th } 6th }	C Coy. Signallers. Carriers. Mortars.	A and D Coys. A.A. Platoon. Pioneers.	B Coy.
7th } 8th }	D Coy. A.A. Platoon. Pioneers.	B and C Coys. Signallers. Carriers. Mortars.	A Coy.

If this system is to work satisfactorily it requires that—

(a) For the training days when all personnel are struck off

- (i) Details of training must be carefully planned. The officers do this planning on the days when their company is on guards and fatigues.
- (ii) The company should be as independent as possible, down to such matters as having its meals cooked out in the field by its own cooks.
- (iii) The officers should not be required to do any administrative work except in connection with the training.

(b) On training days when employed personnel are not available it is intended that

- (i) Administrative matters should be attended to.
- (ii) Minor errors noted on the full training days should be rectified.

(c) On guard and fatigue days

- (i) Officers, N.C.O.'s and men should carry out all possible battalion duties to free the other companies.
- (ii) Officers and N.C.O.'s available can assist the other companies by umpiring.
- (iii) The company commander plans the next two days of full training in detail.
- (iv) N.C.O.'s and men not required for guards and fatigues should in turn do refresher T.E.W.T. tests and individual training of that nature.

A programme of this type cannot always be followed. If companies are billeted widely apart it may be necessary to run the same system on a platoon basis, or to send over a small guard from the "guards and fatigues" company so that the training company can vacate its billets entirely.

In any case this paper does not presume to say exactly what should be done, but only to discuss some of the matters which affect a commanding officer with a battalion to train. If it does nothing more than suggest a line of thought to follow it will have succeeded in its object.

SOME AIR OBJECTIVES.

GERMAN aircraft ranged along the coasts of Holland, Belgium and France are within little more than a hundred miles of London ; British aircraft have to fly three hundred miles from their bases in Britain to reach even the relatively exposed district of the Ruhr. There is no target in Germany which does not give the British bomber a journey of at least five hundred miles there and back. Our bombers, however, are accustomed to take the Ruhr in their stride ; the far greater distances which the R.A.F. have often travelled to reach objectives from the Baltic to the Adriatic are sufficient proof that distance is emphatically no deterrent.

With her oil refineries, her heavy industries, and her communications ceaselessly hammered in the Ruhr, Germany, it has been suggested, might conceive a grandiose plan for moving her industries to the East. Whether such a wholesale migration is possible remains to be seen. Three-quarters of the whole of Germany's output of coal is mined in the Ruhr and within a circle of about seventy-five kilometres radius, while eighty per cent. of her iron and steel industry lies within the same area, so the greater part of the raw materials needed by the new factories in the East would have to be expensively transported from the West. The means of transport, whether railways or canals, would at the same time be subject to persistent attacks by long range bombers of the R.A.F. Already many attacks have been made beyond Berlin, beyond Vienna, and far beyond the Alps. With new and improved types of heavy bombers German industry would still be vulnerable.

It is not by accident that the British bomber has been able to overcome the handicap of distance ; even before the fall of France the R.A.F. was prepared for longer journeys than the Luftwaffe. So far, but only so far, Danzig is the most distant objective which the R.A.F. has bombed from bases in this country. To reach this once free city on the Baltic and to raid military objectives in its neighbourhood, involves a return journey of 1,600 miles, and by no means an easy journey at that. Venice is nearly 750 miles from England, but in between lie the French Alps which have to be crossed where the range of mountains is at its widest. Thus the bomber has to carry a greater load of petrol for the crossing and for the long climb both coming and going. Venice, or rather Porto di Marghera, the large industrial port of Venice on the mainland, has more than once been attacked by the R.A.F. ; it is the site of an important petroleum works and is a modern port constructed since the end of the last war.

If a circle is drawn with its centre in London and a radius of 600 miles, a large number of targets which the R.A.F. have already and most effectively bombed lie just within or just without the circumference of the circle. Berlin itself, which has been raided forty times up to 27th April of this year, is just over 600 miles from London and at the other end of the Axis Milan, Turin, and Genoa, all still farther from London than Berlin, have many times been attacked. Six hundred and fifty miles from London lie Stettin and Politz, on the Baltic Coast ; here there is a great oil refinery and many petrol tanks. From reports which have come out of Germany it is known that the refinery has been seriously damaged and many petrol tanks destroyed. Finkenheerd power station and the railway yards at Frankfurt-am-Oder, both about 650 miles from London, have been raided and railway communications at Dresden, some fifty miles nearer England, have twice been attacked.

So far the heaviest attacks have been in the West and in the North-West of Germany. If the time should come when more distant attacks are needed, our Bomber Command will be ready, not only with the experience gained in the past, but with new aircraft designed to carry heavier loads an even greater distance.

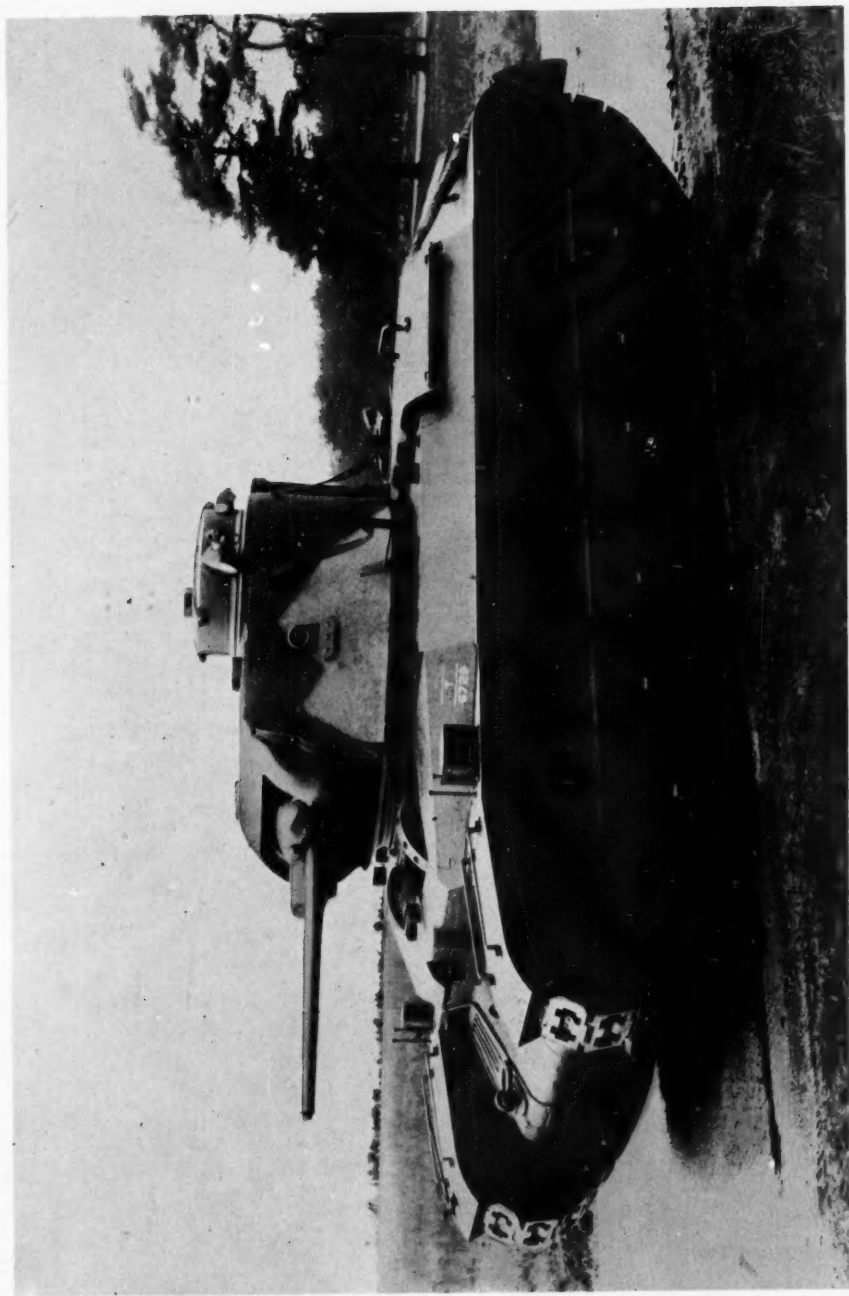
THE MAINTENANCE OF FIGHTING AND MOTOR-TRANSPORT VEHICLES IN WAR-TIME

By CAPTAIN R. H. BRIGHT, *p.a.c.*, Royal Tank Regiment.

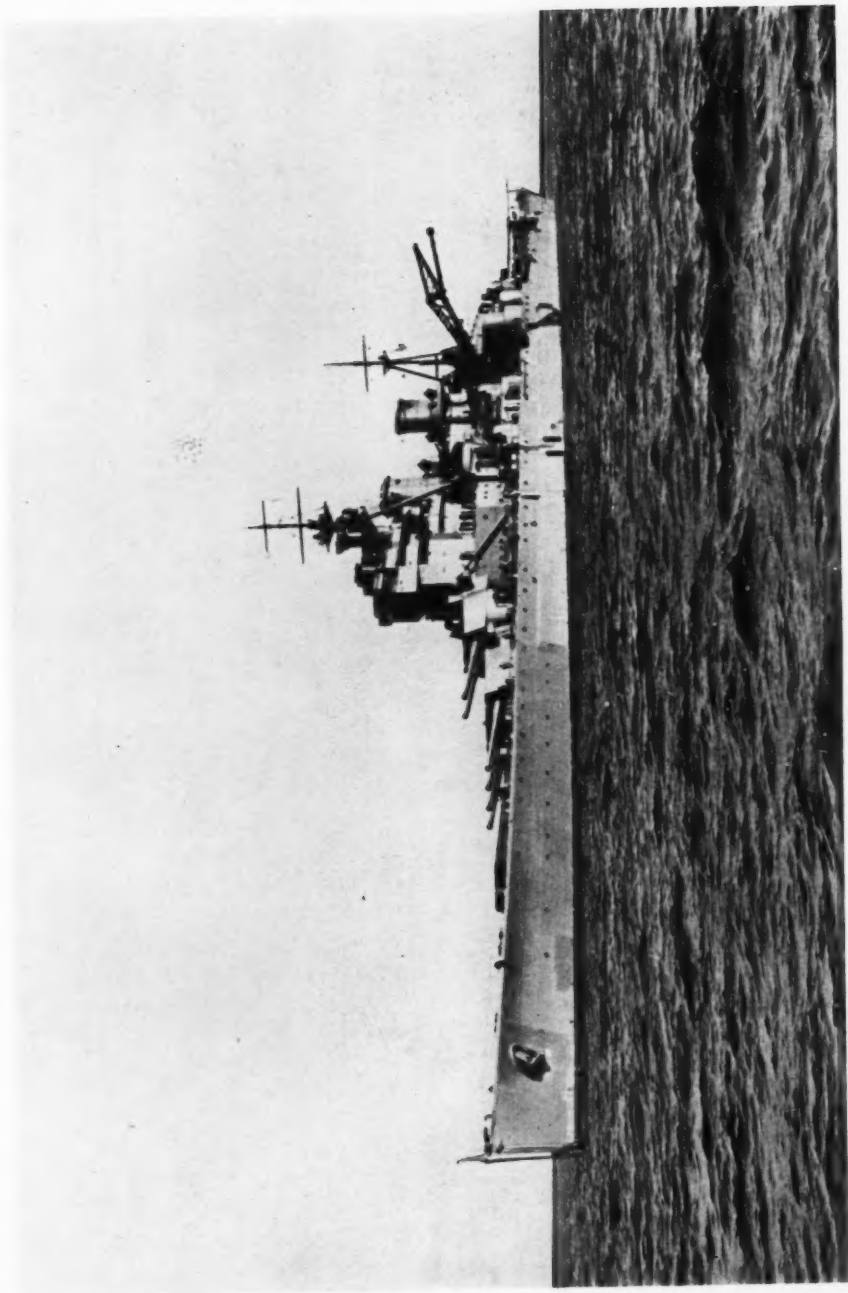
IT may be suggested that the problem of keeping any army unit mechanically efficient is the same in either peace or war. Except in the case of certain highly-trained technical units, this is not so. In peace time it is usually practicable to hand over a vehicle to one trained driver, who can be held responsible for the efficiency and proper maintenance of that vehicle. By means of a system of regular monthly inspection it is relatively simple to keep a check upon the efficiency of all vehicles within the unit, and in the event of any driver being found to neglect the proper maintenance of his vehicle, suitable action may be taken. Such a system, however, implies a sufficiency of trained drivers to allow of at least one per vehicle, and at least one officer capable of carrying out the required monthly inspection. If the unit is highly mechanized, quite a number of such officers will be required.

Now, when an army has expanded from peace to war strength with the rapidity with which the British Army has done so, it is unlikely that a sufficiency of trained drivers will immediately be available. It is also quite impossible to bring such drivers into being by the wave of any magic wand. Such men take years to train, not months. It is even more unlikely that there will be available a sufficiency of technical officers capable of carrying out such inspections. This requires just as much study, practice, and experience as to become proficient in tactics or strategy. If the average motor-car owner who has been driving for ten years were asked to inspect his own car, with which he is relatively familiar, he would not know where to start. An officer in a mechanized unit may be required to inspect a vehicle with which he is quite unfamiliar.

The importance of efficient maintenance of fighting vehicles is easy to see. A badly maintained vehicle is liable to break down, and, as such, is not only a danger to the lives of its crew, but may also be prejudicial to the success of any operation in which it may be engaged. The importance of efficient maintenance of M.T. vehicles is more often overlooked. Most people will remember the illustration in that classic if somewhat inaccurate historical work, "1066 and All That," of Napoleon's army marching on its stomach. If it is true to say that an army marches on its stomach, how much more so does a modern army



OUR MILITARY OFFENSIVE
INFANTRY TANK, MARK II ("MATILDA")



OUR NAVAL OFFENSIVE
THE NEW BATTLESHIP H.M.S. "PRINCE OF WALES"

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operate on its transport. It has been stated in the B.B.C. news bulletins that many of the Italian vehicles captured by General Sir Archibald Wavell's forces in the Near East were suffering from lack of maintenance. This is understood to imply that the efficiency of the Italian forces had been seriously impaired by the attacks of the R.A.F. and the rapidity of movement of our mechanized forces. If an army whose efficiency is impaired has badly maintained vehicles, the converse is also true. An army with badly maintained vehicles cannot be really efficient. How, then, is any unit to attain this desired mechanical efficiency under war-time conditions? Consider the most difficult case, that of a unit newly formed without any officer who has an intimate mechanical knowledge of M.T. vehicles.

Some young officer or officers will probably have had an interest in motor-cars in their civilian life before joining the Army. Such officers should be selected for the first available M.T. course outside the unit. A word of warning is here necessary; such M.T. courses must in war time of necessity be short. They cannot teach an officer or N.C.O. everything about M.T. vehicles. They can only show him the main principles and how to learn for himself. Most of his working knowledge will be picked up with his own unit after he leaves the course. Every time he inspects a vehicle of a type with which he is unfamiliar he should learn something. Every time he inspects a vehicle which has broken down he should learn something. In short, therefore, it is experience which every officer or N.C.O. requires in order that he may obtain the necessary standard of mechanical knowledge.

Now, it may be possible to start the training of certain officers and N.C.O.s with M.T. courses outside the unit, but the majority of the N.C.O.s and all the drivers will have to be trained within the unit. Obviously the unit must have a nucleus of instructors, and the N.C.O.s must form this nucleus. The N.C.O.s, therefore, or certain selected ones, must be started on some form of cadre course as soon as possible. The services of a qualified engineer, such as an Ordnance Mechanical Engineer, must be obtained to take this course for certain hours a week. Meanwhile, provided someone is put in authority over the course to organize it on the advice of the O.M.E., a lot of useful instruction can be obtained without the presence of any specialist. Driving instruction, for example, or the stripping of certain instructional models can be carried out without any expert supervision. Incidentally, a little ingenuity and a visit to the local car-breakers will provide most of the instructional models required, if these cannot be

obtained from official sources. The sectioning of many components is much easier than it looks, and may be carried out by any of the more promising members of the course, if they can use a hacksaw and file. It is quite likely that some of them may have been accustomed to use these tools in their previous civilian occupation.

When selecting drivers, full use should be made of any men who may have been transport drivers in civil life. All should be given the maximum amount of instruction possible, using the N.C.O.s as instructors. If feasible, courses should be formed within the unit, and as many drivers as possible passed through them. Finally, keenness and a spirit of competition may be fostered by the comparison of the mechanical efficiency of sub-units by a system of monthly inspection. When this stage has been reached, a similar system to that in use in peace time is all that is required to ensure the mechanical efficiency of the whole unit.

It is often considered that instruction in, and the carrying out of, maintenance of mechanical vehicles is a dull occupation. With the use of a little ingenuity and the introduction of the competitive spirit, it can be made just as interesting as field training. Many vehicles at present in use for training purposes may be of old civilian types, in which it is hard to make the driver take a pride. It should, however, be explained to him that the older the vehicle, the more credit will he get if he maintains its mechanical efficiency.

THE NAVIES OF THE CHIEF SEA POWERS¹

By MAURICE PRENDERGAST

COMPARATIVE STRENGTH

IT used to be a fairly easy task to compile figures for comparative naval strength; it was only necessary to go back about a year to the last ascertained totals and then add the newly-completed ships and deduct the discarded ones. To-day it is not so simple. The strengths of fleets in the summer of 1939 were well known, but accurate figures for subsequent additions and losses cannot be guaranteed in all cases. We have been honest about our own casualties, but the same cannot be said of our enemies, and an estimate of the present strength of the German navy in particular must be a matter of conjecture and not of certainty. Again, under existing conditions, it is not surprising that the principal sea Powers are not always prepared to make known full details of their construction programmes or of their extemporized warships.

The number of battleships and aircraft-carriers is, however, relatively small and as such vessels take long to build there can be no large and sudden changes. We can, therefore, speak of them with more certainty than we can of other and lesser species. In dealing with battleships, it will be simpler to make no distinction between ships officially classified as such and those listed as battle cruisers; indeed, in these days of 30-knot battleships, to do so would be to make a distinction where there is no real difference.

The ratio in battleship strength of the belligerents has undergone some remarkable changes since the War began. We started with a nominal strength of fifteen. Actually, only thirteen were available because two ships—the "Queen Elizabeth" and the "Valiant"—had not completed their reconstructions. The loss of the "Royal Oak" and mine-damage to the "Nelson" reduced our effectives at one time to eleven. It may have been that dockings and other reasons brought our first-line down temporarily to single-figure dimensions. Never-

¹ Acknowledgment is made for most of the facts and figures in this article to the undermentioned publications:—

Jane's Fighting Ships, 1940. Reprinted 1941 with one extra Addenda Page. Edited by Francis E. McMurtrie, A.I.N.A. (Sampson Low, Marston & Co., Ltd., London.) Price £3 3s.

The Ships and Aircraft of the U.S. Fleet, 1941. Two-Ocean Fleet Edition. By James C. Pahey, Associate U.S. Naval Institute. (Ships and Aircraft, 1265 Broadway, New York City.) Price 75 cents.

theless, we had the satisfaction of knowing that seven French battleships were our partners, and the completion of the 35,000-ton "Richelieu," in April, 1940, might have been regarded as offsetting the loss of the "Royal Oak." Germany had, then, only two real battleships. So, in the spring of 1940, the allied preponderance was as ten to one, or even about twenty to one when the "Scharnhorst" was recovering from her Norwegian adventures. Then came a sudden and drastic change: the dereliction of France took eight battleships from our side, and the intervention of Italy added six to the hostile array. The proportions in battleship-power changed swiftly from about ten to one to a little less than two to one. Since then Taranto and Cape Matapan have reduced the Axis force to seven, or perhaps six, ships.

Our own muster at present can only be estimated from what has been licensed for publication. The "Valiant," we know, has returned to the fighting line, because she played her part in the sea affair of 28th March last. We can assume that the "Queen Elizabeth" has likewise returned to service. It has been made known that the "King George V." and "Prince of Wales" are completed ships. With these, our battle fleet rises to a strength of sixteen ships. When the "Duke of York," "Anson" and "Howe" have been completed that number will increase to nineteen.¹

What of our enemies? When war began, Germany had two battleships—the "Bismarck" and "Tirpitz"—both launched and completing.² Italy also had a pair of big battleships—the "Roma" and "Impero"—in hand; but they were only laid down in 1938. Seeing that she took six years to construct the two "Littorios," it does not seem likely that, under war conditions, she will halve that building rate and complete the two "Romas" this year. In estimating the strength of the two Axis Powers in battleships, however, the safest plan is to adopt the figure that is least favourable to ourselves. Suppose, then, that (1) Germany completes both the "Bismarcks" this year, and retains the use of the two "Scharnhorsts"; (2) that Italy retrieves and repairs two of the three units damaged at Taranto; and (3) that the Italian battleship severely damaged in the Cape Matapan operations did manage to get home and will be repaired before this

¹ With the loss of H.M.S. "Hood," this must be reduced to eighteen.—EDITOR.

² These two German battleships are supposed to be of a 35,000-ton type. From their abnormal dimensions (*see* table on p. 281) it is suspected that they are really 40,000-tonners. The "Bismarck" is in commission.

year closes. With two other Italian units, our enemies are thus credited with the following ships:—

Germany: "Bismarck," "Tirpitz," "Scharnhorst," "Gneisenau."

Italy: "Veneto," "Littorio," "Doria," "Dulio," one "Cavour" class.

Their total strength is therefore placed at nine ships; it can hardly be more, and is probably less.

Japan has nine (or ten) completed battleships, and it is believed that she will complete two new ships about the middle of this year, by which addition her strength will rise to eleven or a dozen. Should she throw in her lot with Germany and Italy, we might not then possess equality in numbers against the combined battleships of the three partners of the Tripartite Pact.

Such is a conservative estimate of the battleship situation, but there are one or two reassuring reflections to be added. Admiral Sir Herbert Richmond in his *Sea Power in Modern Times* has remarked that all wars check, and sometimes completely stop, the building of ships-of-the-line. Certainly this was true of the 1914-18 conflict during which Germany did not lay down and launch and complete a single battleship. War produces an urgent demand for the rapid production of small craft in the largest possible numbers, and this war may again deprive our enemies of reinforcements to their battle fleets. Then there is the second and still more comforting fact that we have the backing of the United States, with a fleet comparable to our own and with a vast building programme already approved. An idea of the present and prospective strength of the U.S. navy may be derived from a study of the following table. The figures grouped under (A) show the situation on 9th September, 1940, when the 200 ships of the "Two Ocean Navy Programme" were ordered; those ranged under (B) show vessels ordered after that date, and before 8th January of this year:—

U.S. NAVAL STRENGTH (ACTUAL AND PROSPECTIVE)

(A)					(B)		
	Built	Building	Ordered	TOTAL	Ordered		TOTAL
Battleships ...	15	10	7	32	—		—
Aircraft Carriers ...	6	4	8	18	—		—
Cruisers ...	37	21	27(b)	85	+	8	= 93
Destroyers ...	197 (a)	56	115	368	+	47(b)	= 415
Submarines ...	103	39	43	185	—		—
	358	130	200	688	+	55	= 743

(a) Does not include 50 destroyers transferred to R.N. and R.C.N., but includes 46 destroyers which are, or will be, converted to submarine and aircraft tenders, mine sweepers, A.A. vessels, &c. (b) Includes 2 cruisers and 7 destroyers for which orders have been cancelled and will be re-assigned.

From detailed list published in the *Congressional Record* of 16th January, 1941, it can be ascertained that on or before 7th January the following additional ships were building, or on order :—

(a) 75 Auxiliary vessels (destroyer, submarine and aircraft tenders, mine layers and sweepers, net layers, repair ships, &c.)

(b) 73 Patrol craft (submarine chasers, M.T.B's, &c.).

(c) 173 District craft (boom tenders, gate vessels, tugs, lighters, barges, seaplane derricks, &c.).

The *Congressional Record* also shows that, during 1940, 105 vessels were purchased for naval duty as transports, tankers, ammunition and store carriers, hospital ships, patrol vessels, &c.

The amount of tonnage in hand and to be tackled is so great that naval building in the States is nearing the saturation point. Some of the big ships ordered last autumn may not be begun until 1943 or finished until 1948. The Administration does not intend to attempt the piling of Ossa on Pelion, and no schemes for the creation of yet more combatant ships will be considered for some time to come; but Congress may be asked to approve some further programmes which will be concerned with the rapid building of auxiliaries and patrol craft in large numbers.

Any attempt to tabulate figures for all the different classes of the warships of the chief sea Powers would be liable to produce misleading results, but from all the foregoing one thing is clear: even if we disregard ships unbuilt, the British and U.S. navies when taken together possess a great superiority over all the combined sea forces of Germany, Italy and Japan.

THE DEVELOPMENT OF DESIGN

BATTLESHIPS—OVER 50,000 TONS

Many statements in regard to very large battleships to be built for the U.S. Navy have appeared in print, but Fahey's *Ships and Aircraft* seems to provide the most authentic account of the situation. Two of the seven battleships ordered on 9th September—the "Illinois" and the "Kentucky"—are to be the fifth and sixth units of the 45,000-ton "Iowa" class; the other five ships—to be known as the "Montana" class—are to be much bigger vessels. The latter will be built in huge graving docks and floated out when nearly finished. The two "Kentuckys" of 45,000 tons apiece with the five "Montanas" of (say) 58,000 tons apiece bring the total up to the 380,000 tons, sanctioned by the Senate Naval Affairs Committee.

The passages of our "Hood" and "Nelson" through the Panama Canal were considered noteworthy events. Neither ship approaches 50,000 tons; yet they taxed the capabilities of that waterway almost to

the limit. Transit by battleships of over 50,000 tons across the Canal Zone therefore seems at present to be impossible. But provision has already been made for the future, and the completion of the "Montana" class should coincide with the opening of the new third locks at Panama.

BATTLESHIPS—40,000 TO 50,000 TONS

According to *Fighting Ships* about half the battleships now building or on order throughout the world are ships of 40,000 tons or more; but that publication can only give us rather vague details of them. The particulars, such as they are, can be summed up as follows:—

Class	Tons	Dimensions*	Speed (Kts.)	Main Armament
"Idon" (British) ...	40,000	781 × 105 × 30	30	Nine 16 in.
"Iowa" (U.S.A.) ...	45,000	880 × 108 × 35	30	Nine 16 in.
"Nissin" (Japan) ...	40,000	—	30	Nine 16 in.

* Length × Beam × Draught, in feet.

Note.—The displacements for British and Japanese ships are only approximate. No plans are published. It seems unlikely that these three types, designed for three different navies, should receive the same main armament. Fahey's *Ships and Aircraft* says that the "Iowas" are to be equipped with engines of 200,000 H.P.—the highest power ever placed in the hull of a single war vessel—and U.S. Press reports endow them with a speed of 35 knots, and even more.

BATTLESHIPS—35,000 TONS

Although these ships are nominally of identical tonnage, what their actual displacements, as constructed, are is unknown. In building the "King Georges" we may have followed the policy we pursued in the case of the "Nelsons" of building well below the licensed limit and leaving a margin of a thousand tons or more for later improvements.

Class	Dimensions (ft.)	H.P.	Knots	Armament*
"King George V" (British)	739'8" × 103 × 27'6"	152,000	Ten 14 in.	
"Washington"† (U.S.A.)	750 × 108 × 36 ft. (max.)	30 + x 115,000	Sixteen 5.25 in. D.P. Nine 16 in.	
"Richelieu" (France)	794 × 108'3" × 26'6"	28 155,000	Twenty 5 in. D.P. Eight 15 in.	
"Littorio" (Italy)	775 × 106'3" × 28	30 + x 130,000	Fifteen 6 in. Nine 15 in.; twelve 6 in.	
"Bismarck" (Germany)	792'6" × 118 × 26	30 — 30 ?	Twelve 3.5 in. A.A. Eight 15 in.; twelve 5.9 in. Sixteen 4.1 in. A.A.	

* Small A.A. guns not included.

† Later ships of this class may be propelled at 30 kts. by 120,000 H.P.

In this diversity of species, three classes have a feature in common;

the British, American and Italian designs all mount the main armament in three turret-positions, disposed as two forward and one aft. The British and U.S. battleships have the dual-purpose (D.P.) secondary armament; the other countries employ tertiary anti-aircraft batteries. Another feature is the enormous proportion of weight now devoted to armour: it is reputed to amount to 14,000 tons in the "King Georges" and 15,000 in the "Richelieu." Deck armour against bomb attack is largely responsible for this increased load. In the "Dreadnought" (1905), protection absorbed 27.8 per cent. of the displacement; in the "Hood" (1916) 33.5 per cent. Now it has risen to over 40 per cent. On the other hand, horse-power has become cheaper in weight. The "Hood" had to pay 5,350 tons for her machinery of 144,000 H.P., whereas the "Richelieu" has acquired 11,000 more H.P. for 2,000 tons less. In a very broad sense it may be said that the battleship type has again countered new menaces by re-balancing the constituent elements of her design. Threatened with a new and formidable form of attack from aloft, she had to pay doubled charges in weight for defence—or go bankrupt. She met the bill by halving her expenditure of weight upon machinery. Three times in the past sixty years the battleship type has been denounced as doomed to extinction by new weapons: first, it was by surface torpedo craft; again it was by the submarine; and latterly it was by aircraft. Each time she has readjusted her internal economies—and gone on living.

AIRCRAFT CARRIERS

From the latest *Fighting Ships* we derive the impression that our two "Implacables" were planned as improvements on the "Illustrious" class, in the same way as the latter species was a derivation from the "Ark Royal" design. The ascending steps in size and power in these three types of British carriers can be ascertained from the attached summary, to which has been added the only two foreign carrier-types that are definitely known to have been completed of late:

Class	Tons	Length ft.	S.H.P.=Kts.	Armament, &c.
"Implacable"	23,000	760	140,000=32	
"Illustrious"	"	753	110,000=30+x	Sixteen 4.5-in. D.P. (?).
"Ark Royal"	22,000	721½	102,000=30.75	Sixteen 4.5-in. D.P.+ smaller. Two catapults, three lifts, 60 aircraft.
"Wasp" (U.S.A.)	14,700	688*	75,000=30	Eight 5-in. D.P.+ten smaller. Three lifts, eighty-four air- craft.
"Syokaku" (Japan)	14,000	800†	— 30	Twelve 5-in. A.A.; forty-five aircraft.

*On waterline.

† Over all.

Neither of the two German carriers had been finished when the War began. One ship was launched with the name of "Graf Zeppelin" at the end of 1938; the other, which it is reported has been called the "Deutschland," went afloat in January, 1940. The Germans admitted that in building these two 19,250-ton ships they were taking a leap in the dark, because they had no past experience of any kind in the designing, maintenance and operation of aircraft carriers. The provision of deck-flying aircraft and the training of pilots in aero-naval work were problems that ran concurrently with the construction of the ships themselves. The intention was to hurry the "Graf Zeppelin" on to completion and to hold the "Deutschland" back, so that the latter could conveniently embody any changes dictated by sea and flying trials with the former. How far the War in general, and the R.A.F. in particular, have sabotaged these schemes can only be guessed at.

ARMoured VESSELS

These may be more easily recognized by their popular description—"pocket battleships." It has been rumoured for years past that Japan was building ships that would be improvements on the German pattern. *Fighting Ships* now records four such vessels, of which one may have been completed last year. The few details given may be compared with the earlier German ships, as follows:—

Japanese Type:—12,000 to 15,000 tons. Six 12-in.; twelve 5-in. A.A.; 30 knots.

German Type:—10,000 tons. Six 11-in.; eight 5.9-in.; six 4.1-in. A.A.; 26 knots.

The Japanese ships are steam driven and have 6-in. armour at the waterline, whereas the German vessels are Diesel propelled, and have only a 4-in. protective belt.

The United States have countered the Japanese move by placing orders for six ships of the "Alaska" class.* Press reports have said that the U.S. "pocket battleships" will be vessels of 25,000 tons apiece—which seems to imply that the pocket into which a battleship can be inserted is as elastic as that of the British taxpayer! More reliable advice from the States hints that the "Alaskas" will be ships whose displacement lies between 15,000 and 20,000 tons. They were

* These ships are not mentioned in *Fighting Ships*, 1940, because their existence was not made known until after the annual had gone to press. All six have been ordered from the New York Shipbuilding Corporation of Camden, N.J., under the names of "Alaska," "Guam," "Hawaii," "Puerto Rico," "Philippines," and "Samoa." No official particulars of their design have been released.

ordered under the modest designation of "Large Cruisers," but they are going to cost about twice as much as cruisers armed with 8-in. or 6-in. guns.

CRUISERS

Apart from the pseudo-cruisers of the "Alaska" class, the United States are proceeding with three other types. Now that the 10,000-ton limit for cruisers is no more, the American fleet is to acquire eight ships of the 13,000-ton "Baltimore" class. These, it seems, will be "repeats" of the "Wichita" (completed 1939, 10,000 tons, nine 8-in. guns, 32.5 knots) but with much heavier protection and a more powerful A.A. armament. Next come the thirty-two* "Cleveland" class—the greatest class of cruisers ever built to a uniform design for any navy. They are expected to be modifications of the "Brooklyn - St. Louis" class (completed 1938-9, 10,000 tons, fifteen 6-in. guns, 32.5 knots). Lastly we have the eight vessels of the "Atalanta" class, which are said to have been designed for duty as flagships of destroyer flotillas. They are of 6,000-ton displacement, armed with twelve 5-in. D.P. guns, and powered for a speed of 38 knots.

Fighting Ships provides us with plans for the twelve Italian cruisers of the "Regolo" class, some of which may appear at sea this year. Being equipped for minelaying, they seem to come in the matter of size and armament about midway between our cruisers of the "Dido" class and minelayers of the "Abdiel" class:—

Class	Tons	Dimensions ft.	S.H.P.=Kts.	Armament
"Dido" (British)	5,450	506 × 51½ × 14	62,000=33	{ Ten 5.25-in. D.P. Six 21-in. T.T.
"Regolo" (Italian)	3,362	444½ × 41½ × 13	120,000=41	{ Eight 5.3-in. Eight 21-in. T.T.*
"Abdiel" (British)	2,650	—	72,000=40	Eight 4.7-in.*

* Equipped for minelaying.

The most original cruiser-design illustrated in *Fighting Ships* is the Japanese "Tone" class. These two vessels are "centaur-ships" in that they are cruisers at their forward ends and aircraft carriers in their after parts. All twelve 6.1-in. guns are mounted forward in the style of our "Nelson," but with an extra triple turret at the super-firing level. Abaft the mainmast the hanger roof slopes downwards until it

* Contracts placed for two other unnamed cruisers (CL. 84 and CL. 88) were cancelled last December, and have not been reassigned to date. Their species is unknown, but from their numberings they appear to have been contemplated as the 33rd and 34th members of the "Cleveland" class, described above.

merges into the quarterdeck, and up the ramp thus formed run two tramways, which enable aircraft to be hauled up to two high-level, sponsored catapults.

DESTROYERS.

As in the case of cruisers, the United States have embarked on three different types. First come four "special" vessels: no particulars of them are revealed, but from their abnormal cost they must be craft of either exceptional size or speed or armament or possess an enhanced mingling of those attributes. Next come 131 destroyers of a 2,100-ton type, to be armed with eight 5-in. D.P. guns. They appear to be a "reply" to Japanese craft of about equal size and gun-power. The third group comprises 68 new destroyers of 1,700-ton displacement, mounting five 5-in. D.P. guns and ten torpedo tubes. Incidentally, the U.S. navy has forsaken the vogue for one-funnel destroyers; the recently-completed units of the "Benson" class have gone back to the old style of two funnels. The "Bensons" are interesting craft in that they seem to be the first destroyers to be built with a continuous shelter-deck from the bridge to the quarterdeck.

SUBMARINES.

Although the belligerents are making very active use of their submarines, the neutrals do not seem to be profiting by this experience to design any novel types. Japan has produced a few boats of a 2,150-ton type. The U.S. Navy Department aims at an output of sixty new undersea vessels. They will be of about 1,500 tons, have a high surface speed (21-22 knots), and carry a heavy torpedo armament of ten tubes. The last series of fish-names conferred on U.S. submarines contains such oddities as the "Flounder," "Paddle," "Puffer," "Pogy," "Rasher," "Scamp" and "Snook."

There are, of course, innumerable other classes of smaller warcraft listed and illustrated in *Fighting Ships*. They are wide in their variety and vast in their number. But space forbids comment on them.

CONCLUSION.

To sum up: the War compels secrecy as to forces at command and in preparation. For this reason it is impossible to give an exact and comprehensive statement showing the comparative strengths of all the navies of the chief sea Powers.

In the matter of battleship strength, our resources seem to be adequate so long as our opponents are Germany and Italy. If Japan should enter the war against us and we were still single-handed we

would have a very difficult task. But the combined strength of the British and U.S. navies—both actual and prospective—would be sufficient to meet any German-Italian-Japanese combination of naval power.

As regards the development of warship design, all the honours appear to go to the United States. They are building, or about to build, battleships of enormous size and engine-power. They are now concerned with the construction of "pocket battleships" which will outvie any foreign pattern. Their cruiser programme is unprecedented, and they are pressing on to the acquisition of the greatest destroyer force in the world.

A review of the present naval situation in Europe and what is taking place in America seems to invite the quotation of those words which George Canning inserted in the King's Message of 12th December, 1826—

"I called the New World into existence to redress the balance of the Old."

PROGRESS IN AIRCRAFT PRODUCTION

PROGRESS in the production of aircraft for Britain is proceeding satisfactorily on the whole, though it is as necessary as ever to relax no effort to accelerate output and further our resources.

In February we produced more bombers and fighters of the operational type than ever before in one month. March gave us a record output—two-and-a-half times greater than in March, 1940. Of the five principal operational types of aircraft we now have a reserve of 100 per cent.

So far, the test of actual war has proved British air design to be remarkably sound. The fundamental principle has been stress on armament. With bomber aircraft this was carried to the length of sacrificing some of the possibilities of higher performance. Germany's more lightly armed bombers planned for the war were several miles per hour faster than comparable British types; but whereas R.A.F. bombers have been able to compete successfully with enemy interceptors, the German bombers have proved comparatively easy victims whenever Hurricanes or Spitfires made contact.

Apart from numerical increase, the first step in Britain's wartime air progress was consequently focussed on armament. Existing bombers were given more guns. New types already projected, both bomber and fighter, had increased armament specified. Cannon, not previously used in British fighters, were given a place. To carry the extra armament and to produce yet more speed or load capacity, new or improved engines were fitted.

The three main bomber types with which the R.A.F. fought during the first eighteen months—Hampden, Wellington and Whitley—were thus given much increased performance and striking power. Similarly, later mark numbers of our standard single-seat fighters, the Hurricane and the Spitfire, have been given the extra m.p.h. and ceiling which would enable them to catch anything the Germans have flying. Completely new types carry further the tradition of speed with high hitting power. Most advances in design rely ultimately on getting more power into a smaller space. That is why the new Sabre engine, with its unique construction, giving it a very small frontal area, is so significant. Lord Beaverbrook, as Minister of Aircraft Production, mentioned that five new types of engine had been brought into use, including the Vulture (Rolls-Royce) and the Sabre (Napier). The Sabre, he said, was perhaps the greatest engine that had been produced. The Ministry were working

on some other new engines of very interesting types. Our new fighters, the Typhoon and Tornado, are heavily armed and armoured. The Typhoon, fitted with the Sabre engine, has a maximum speed of over 400 miles per hour. The Tornado is not quite so fast, its Vulture engine being slightly less powerful than the Sabre.

In the House of Lords on 23rd April, 1941, Lord Beaverbrook spoke of the launching of three new bomber types—the Stirling, Halifax and Manchester, and three fighters—the Beaufighter, Fulmar and Whirlwind.

Our factories up to date have suffered little from enemy air action. The system of dispersal of plants has been carried out on a large scale. One plant, which formerly occupied a single site, is now scattered with forty-two separate centres of production. The dispersal of aircraft factories and raw material plants still goes on.

Difficulty has been found in the fabrication of raw materials, because in capacity there was a lag on the part of fabricators and in the manufacture of tools and presses. But in respect of fabrication material the position is much better than when war broke out. There has also been difficulty in making good the lack of equipment. Steps are being taken to speed up the production of equipment of all sorts.

The organization for repair, maintenance and salvage has developed well. Our great repair system throughout the country can be relied upon in our days of difficulty, said Lord Beaverbrook, and together with maintenance and salvage has made a first-rate contribution to our effort.

Referring to America, Lord Beaverbrook said that we had received nearly one thousand assembled U.S.A. and Canadian aircraft and that many were in use. The American engines were as good as any others in the world. When the Ministry for Aircraft Production was first formed, it made a contract in America for the production of the Merlin 20 engine. Now the American Merlin—sometimes called the Packard-Merlin—should be in production very shortly. The American Government intended to produce on their own account the Sabre engine.

There has been a steady drain on our shipments of aircraft from America, due to losses in convoy; but the flow is now increasing very rapidly. We have been ferrying aircraft by air all through the winter. Despite a German statement of our heavy losses, the fact was that in this ferrying service we had, up to 23rd April, lost only one machine. The air ferrying service is likely to be developed and extended.

It has been made known that the first of the Consolidated Liberators¹—an American-made heavy bomber with a maximum speed

¹ A photograph of the Liberator is reproduced opposite page 213.

of 335 m.p.h.—which are to be delivered to the R.A.F. arrived in Britain on 23rd March after a rapid flight across the Atlantic.

Notwithstanding the receipt of aid from America, Lord Beaverbrook has insisted that we must continue our home production and step it up as quickly as possible. Home production must always be of the first importance. American help must never drive us from our main purpose. We must be all the more determined to further our own resources to the uttermost.

Our position of sea power, coupled with enterprise and initiative, will change the face of the world political situation. The war is entering 'fourth year' and it may be of interest to the new generation of adventurers to read of one of the most interesting and, in its way, successful 'side shows' in which our sea, land and air forces co-operated during the latter part of World War No. 1.

This side show was the occupation of the Russian seaports and their hinterland of Stannanok and Adenok only in 1915. Both places were outside the blockading line of the British Navy, and when the Bolsheviks made their separate peace in 1918, they should be used to the east of the German demand that they ports should be used for their British military and political mission there and made available for their own use. This meant, of course, that they would be available to the enemy as submarine bases at the very time when unlimited submarines were causing grievous losses to Allied shipping. At the same time, up from the end of October to May, every man and his dog, every ship, every limited vessel, but Stannanok, although within the Arctic Circle, is practically free for all the year round owing to the influence of the ice which runs in warm waters over the Atlantic Ocean. To Stannanok, also, during the so-called Great War, a railway had been built from what was then Petrograd. It was said that the every ship had in that inhospitable region an American person of war had died. This Stannanok railway track—often mentioned in the recent Soviet-Finnish conflict—was the route which enabled the Allies to supply Russia with the necessary raw materials for the war.

There was extensive stores at Stannanok and Adenok. Also, there were in Stannanok about a million Russian and Stannanok who, as members of the Russian army, had given themselves up and been turned into an anti-Russian army corps. With the separate peace they were left in the east and it was very desirable that they should be treated and enabled to retain their allegiance to the allied cause. There were too many allied subjects in Russia in need of help. Lastly, there were the anti-Bolshevik movements of Admiral Kolchak in Siberia and General Denikin in South Russia, the success of which would count

CAMPAIGNING IN ARCTIC RUSSIA

By MAJOR FREDERIC EVANS, M.B.E., R.A.M.C.

WE are in an era when the adventuresome spirit of Drake and Nelson will once again play its part ; when there will be bold action taken against the chinks in the enemy's armour and when our traditions of sea power, coupled with enterprising land operations, will change the face of the world political situation. The war is entering "our street" as it were, and it may be of interest to the new generation of adventurers to read of one of the most interesting and, in its way, successful "side shows" in which our sea, land and air forces co-operated during the latter part of World War No. 1.

This side show was the occupation of the Russian seaports and their hinterland of Murmansk and Archangel early in 1918. Both places were outside the blockading ring of the British Navy, and when the Bolsheviks made their separate peace at Brest Litovsk in the autumn of 1917 the Germans demanded that these ports should be freed of the British military and political missions there and made available for their own use. This meant, of course, that they would be available to the enemy as submarine bases at the very time when unlimited undersea warfare was causing grievous havoc to Allied shipping. Archangel freezes up from the end of October to May every year and had therefore only a limited value, but Murmansk, although within the Arctic Circle, is practically ice free all the year round owing to the influence of the west wind drift of warm waters over the Atlantic Ocean. To Murmansk, also, during the so-called Great War, a railway had been built from what was then Petrograd. It was said that for every sleeper laid in that inhospitable region an Austrian prisoner of war had died. This slender railway track—often mentioned in the recent Soviet-Finnish conflict—was the route which enabled the Allies to supply Russia until the revolution put her out of the war.

There were extensive stores at Murmansk and Archangel ; also there were in Russia about a quarter of a million Czechs and Slovaks who, as members of the Austrian army, had given themselves up and been formed into an anti-Austrian army corps ! With the separate peace they were left in the air and it was very desirable that they should be rescued and enabled to retain their allegiance to the allied cause. There were, too, many allied subjects in Russia in need of help. Lastly, there were the anti-Bolshevik movements of Admiral Kolchak in Siberia and General Denikin in South Russia, the success of which would count

heavily in the balance in favour of the Allies. On the enemy's side, German forces were accumulating in Finland and were a possible menace to Murmansk and the Murmansk railway.

Thus it was that in the early summer of 1918 it was decided to occupy these two seaports with British and allied troops and naval and air units, and to co-operate with any Russian movement which was anti-German in character. The expedition was not intended to be a direct attack on the Bolshevik regime; in fact the Finnish Bolsheviks, who were anti-German, were regarded as potential allies in the struggle against the Central Powers. The expedition was, originally, entirely non-political and undertaken purely for military reasons that are self evident.

It is not, however, the intention of this article to discuss learnedly the tactics or strategy of the campaign, but only to say something of it from the point of view of a junior officer who was in it from the beginning to the end. The writer was then a Lieutenant (later Captain) in the Royal Army Medical Corps, and was fortunate enough to hold an appointment that brought him into close contact not only with our own staff and all arms, but also with our allies—French, Serbians, Italians, Americans, Poles and Russian partisans.

On recall from France when the great German attack was at its height in the spring of 1918, the calm and peace of England where the force was mobilized seemed a great change. The expedition was prepared in great secrecy; but we were told that it was to land somewhere in North-West Europe. The result was that men turned up in all sorts of quaint outfits—some in drill and wearing cork topees to resist tropical suns, others in furs and carrying Arctic kit. As it happened, neither were far wrong, for the summer temperatures of Arctic Russia are almost tropical in their intensity because of the long hours of insolation in those continental regions of high latitude, while winter provided temperatures of as much as twenty to thirty degrees below zero.

Our crowd entrained at midnight at King's Cross. We were excited at the prospect of a new and different adventure which was bound to be a change from the all too familiar rigours of the Western Front. At Newcastle-upon-Tyne we embarked in our troopships, mine being that grand old warrior, the Ellerman liner "City of Marseilles," recently damaged by a German torpedo in World War No. 2.

Striking far North to avoid the minefields, we reached the latitude of the Midnight Sun. As German submarines were said to be shadowing us, we wished for friendly night in order to escape their unpleasant attentions. But none was seen and we experienced no enemy action

whatsoever on the high seas. The voyage enabled us to get to know each other, and we attempted to learn Russian from members of the British Mission which had returned to England from Petrograd by way of Sweden.

The Lascar seamen, who were Mahommedans, found the everlasting daylight a problem beyond their comprehension. They waited for sunset, when their prayers were due to Allah, but there was no sunset. They were much upset, and when the influenza epidemic swept through the ship many of them regarded it as a visitation of Allah upon them for their neglect, perforce, of their religious obligations. Many of them died, and they even predicted from their number those who were to die, which predictions seemed to come true with uncanny regularity.

The Expedition was in two parts. One was known by the code word "Elope" and the other by "Develop." The Navy was already in occupation at Murmansk, the principal ships being H.M.S. "Glory," an old battleship flying the flag of Admiral Kemp, the light cruiser "Attentive," the seaplane carrier "Nairana," and a large French cruiser, the "Amiral Aube." Lying in the inlet also was the five-funnelled Russian cruiser "Askold," familiarly known as the "packet of Woodbines."¹

THE LANDING AT MURMANSK

Murmansk, on the Kola inlet, flooded by sunlight day and night at midsummer, was our first landfall. Not unlike a Norwegian fiord, with high granite hills on each side, the inlet faced north with the tides bringing in from the Atlantic the warm waters of the Gulf Stream, which, in winter, kept the inlet practically ice free. Most of the town was new, and consisted of log-built huts and warehouses. The quays were made of log piles, along which the sidings of the Murmansk railway were untidily strung. It gave the impression of being in one of Bret Harte's camps in the wild and woolly West, and the floating logs and piles of timber accentuated this impression. Along the low-lying land spread Tundra-like vegetation, where vicious mosquitoes swarmed. These even spread high up the hillsides among the sparse pine trees, but on the hill-tops they were much less prevalent. We looked for mosquitoes of the anopheline type—carriers of malaria—but found none but culicines in the first summer of our stay.

A meeting of the populace was held, and they pledged their support to the Allies—a pledge which we suspected was as much due to our promise to feed them as it was to political conviction. To make assurance doubly sure, houses were searched for hidden arms, these searches being usually carried out by British patrols in the lemon-coloured light of the Midnight Sun.

¹ Later taken possession of and sent to Archangel with a British crew.

The Murmansk, or "Develop" Force was in command of Major-General Maynard and elements pushed far down the Murmansk line to Kandalaksha on the White Sea, and even to the great lakes of Karelia, where armed motor-boats fought many a lively action during the seasons when the lakes were unfrozen. Later we were told in Archangel how an enterprising Canadian had mobilized all the reindeer in the Murmansk area and then driven and used them to great effect during the ensuing winter.

THE CAPTURE OF ARCHANGEL

In mid-July a report was received from the British Consul at Archangel that Comrade Kedroff was coming there with a thousand infantry from Moscow in order to purge the anti-Bolshevik revolutionaries and Allied agents in the town. About this time Sir Eric Geddes, then First Lord of the Admiralty, arrived at Murmansk in H.M.S. "Southampton," and he and his advisers decided that Archangel was to be occupied immediately. A combined force, consisting of the "Attentive," "Nairana" and "Amiral Aube," carrying a landing party of British marines and French *poilus*, sailed that evening and, followed some hours later by the troopships, made for the White Sea.

The strong batteries on Modyuski Island, at the delta of the Northern Dwina, offered resistance, but the "Attentive's" guns, assisted by the bombs of the "Nairana's" seaplanes, silenced them, and a landing party occupied the island without resistance. The way into Archangel then seemed clear, but on arriving at the bar at the river mouth we found three ice-breakers had been sunk to prevent our entry. However, with typical Russian inefficiency they had been so badly placed that there was just room for the ships to pass between them, and, headed by the "Attentive," we steamed up the twenty-mile outer reaches of the river. Passing numerous timber staiths and mills, we arrived off the Archangel wharves, where we were greeted by cheering crowds and the dipping of ships' flags. The town looked beautiful in the northern Midsummer Sun, which glinted on the gilt spires and stars upon the domes of the cathedral and numerous white churches.

On the fall of the Modyuski defences, the Bolsheviks had fled up river, taking with them the best of the shallow draught steamers suitable for the treacherous Dwina, and also along the railway to Vologda in the best of the rolling stock. They were chased deep into the interior by naval and air forces operating along the river in co-operation with infantry on land, and along the railway by columns using armoured trains. Then with a front stabilized well within the coniferous forest area, we prepared to winter in the country. What a winter and following summer those were! While the autumn of 1918 saw the end of the struggle in

France, the "Elope" Force—now resplendent with the name of the "North Russia Expeditionary Force"—carried on with their own little war after the Armistice. This was inevitable, because by the time hostilities with Germany had ended, winter had come to the far North, the White Sea and the river were frozen hard, and the flotilla could no longer support the Army, so we had to maintain our hold on that front with outposts in blockhouses on the forest trails, along the frozen Dwina and the bleak Vologda Railway.

In the Autumn of 1918 steps were taken to reinforce from England the Allied troops in North Russia. The "Syren" Force,¹ consisting of one brigade of infantry withdrawn from the 25th Division in the late Summer of 1918 and consisting of the 6th Green Howards (the Yorkshire Regiment), the 13th East Yorks and the 17th King's Liverpools, was sent out in early October, 1918, to reinforce the "Elope" and "Develop" Force, the former going to Murmansk and the two latter battalions to Archangel.

The 6th Green Howards embarked from Dundee and, unfortunately, with the journey only quarter completed, troubles arose with the ship's boilers and it was towed back to a creek in the Shetlands. Repairs were carried out while the troops were allowed on shore daily to explore the countryside and benefit from the extensive hospitality of the crofters, while others quietly spent their leisure fishing from the decks. After repairs were carried out the men returned to the Orkneys, where they eventually transhipped, but not before they had been blown on the rocks by a gale and some hundred men had been taken off in four of the ship's boats. By packing all ranks to starboard, the troopship was righted on her keel and slid off into deep water again!

One company of the 6th Green Howards was organized and equipped as a mobile column and, on landing, trained under a Finn officer to move on ski. The majority of the men were of Br category but took to ski-ing like ducks to water, learning very quickly to carry out Christiania and Telemack turns and other expert feats. The remainder of the battalion were employed largely for guard and labour duties until February, when it was moved across from the Murmansk front to join the "Elope" Force at Archangel. The journey was carried out in two stages—by train from the various company stations to Soroka and then by relays of horse sledges hired with drivers from the villages passed through and taken across the base of the White Sea to Bakaritz, this latter part of the journey being completed in four days. This march in

¹ I am indebted to Major W. R. Martine, M.B.E., T.D., R.A.M.C., for the note on the "Syren" Force and for other details. He was then a subaltern of the H.L.I. attached to the 6th Green Howards.

midwinter was assuredly one of the great marches and trials of endurance of the war. On reaching the Archangel front, the battalion was given the Vologda Railway and the right bank of the Dwina as its sector, except that the mobile column immediately went into action on the Pinega front. After the thaw set in this column was diverted to the Vaga river front, a tributary of the Dwina, and employed to cover the withdrawal of the 17th King's to a summer front line, nearer to the advanced base at Beresnik, close to the junction of the Dwina and Vaga.

The company was later in action again on the Dwina and continued on that front until relieved by the "White Star" Relief Force in the Summer of 1919.

During the Pinega action, which lasted three weeks, D Company of the 6th Green Howards lost only eighteen killed and wounded, but there were a hundred and sixty cases of frost bite, which is not surprising since the battalion lived out in the forest during the action, and temperatures as low as 40° below zero were registered.

LIGHTER ASPECTS OF THE EXPEDITION

But life under these conditions had many compensations. Winter sports were the order of the day, and troops came to use skis both with and without sails with great skill. The American engineers made a great ice slide in Archangel, which started from a tall wooden structure and ended on the frozen surface of the Dwina. Here the soldiers made friends with merry Russian lassies and sped them breathlessly down the ice run. There was much fun on this expedition and Archangel's theatres and casinos, such as they were, became full of life and jollity. There was no need of the modern "black-out" and the supply of stimulants to keep out the intense cold was unlimited. I can remember one wild evening in a cabaret dance hall when a tall Cossack insisted on dancing a *pas seul* down the floor brandishing his huge sabre. This having been tactfully removed from him, he began to empty his revolver upwards, then downwards. People fled from his presence with shrieks of alarm, but his macabre dance was short lived, for one of his shots took off his big toe and he was removed from the hall howling with pain. Comparative calm then reigned.

In the Base Hospital we started a concert party which, in due course, presented a review called "Watch Archangel," a skit on the famous posters which "John Bull" under Horatio Bottomley's editorship used to present during the Great War. As author of the script, I was in some trepidation when all the Staff and their friends came to see the show, and

when the song, "I'm on the Staff," was sung by a cheeky sergeant. I trembled with fear when he sang—

"I'm going to keep this war on for another forty years.
I'm on the Staff, I'm on the Staff."

But they all took it good-humouredly and the topical skits and sketches appeared to be much appreciated. These shows did much to counter the depression which the long sub-Arctic nights, the inactivity and the intense cold of winter tended to cause among the troops, and on any expedition of this kind recreation and relaxation must never be forgotten, as they are essential for morale.

Sir Ernest Shackleton, who had designed our Arctic equipment, came out in the winter to see how it worked. Snow boots, ankled in canvas with leather soles, had been issued. These were of the ski-ing type, but the leather soles had been put on with the polished instead of the rough surface outside with the result that the men slipped and fell on the icy trails. Seeing a man walking on the trail wearing ordinary ammunition boots, Sir Ernest stopped him and asked, "Why are you not wearing your snow boots, my man?" "You see, sir," he replied, "they are all very well as drawing-room slippers but they're no bloody good outside." Shackleton used to tell this story against himself with great relish.

It was what the soldiers call "a rum war," for almost incredible things would happen. An R.E. signal officer, captured by the Bolsheviks in the operations south of Murmansk, was allowed a fortnight's leave on parole by the chivalrous enemy so that he could visit his friends with the "Elope" Force at Archangel. He was given by the Bolsheviks a bundle of propaganda leaflets to distribute, which, needless to say, were promptly confiscated by Intelligence. Speaking of this Department reminds me of an amusing incident to which I was a witness during the early fighting on the railway front. A Russian soldier had been captured and, through an interpreter, an Intelligence officer was trying to get the man to give the name of his battalion commander. The question was repeated over and over again and each time he replied, "*Ya nis naiw*" (I do not know). But the Intelligence man was persistent, until at last the Russian burst out with the remark, "Indeed to Christ, I dinna ken his name the noo!" He had worked for seventeen years in the Ayrshire coal mines and when conscription came in England had been given the choice of joining the British Army or returning to Russia.

In the autumn of 1918, Major-General Poole was succeeded by Major-General—now Field-Marshal Lord Ironside, who became a very popular commander of the Force. He added Russian to his long list of foreign languages, and his work did much to maintain and

ultimately to extricate the Force from what was always a delicate and at times actually a precarious position. To the Tommy he was familiarly known as "Tinribs," although, I believe, in some of his army appointments, owing to his six foot four inches of height, he has been affectionately called "Tiny."

There was, curiously, little real hatred of the "Bolo," as the Bolshevik was known among the troops, and this was undoubtedly largely reciprocal, as the incident of the officer granted parole goes to show. One of the songs the soldiers sang in North Russia, to the tune of "Yakka Ikki Doola," went as follows:—

"I snapped my finger, Ha Ha Ha !
I snapped the other one, Ho Ho Ho !
I don't care if I'm sent up the line,
The Bolsheviks of Petrograd are friends of mine ;
So I pack my kit and ski away
On this expedition—rather !
But once we go down to Moscow
I'm bothered if we're going any farther."

Perhaps it was the fact that the Bolshevik artillerymen would knock off at 5 p.m. every day—because they kept to "trade union hours"—which endeared them to the soldiers, who appreciated these niceties and the value of a good night's rest.

But the campaign was also full of serious and at times even dangerous situations. The extempore River Flotilla, under Captain E. Altham, R.N., who temporarily left the "Attentive" to take command of it, operated gallantly in the mine and sand-bank infested waters of the Dwina in concert with the Air Force, using seaplanes, and with Army units under Brigadier Finlayson and Colonel J. Josselyn working along the banks. They often had to meet and defeat superior forces, especially in artillery. But the River Force crept southwards in line with the advance of the Railway Force, until the collapse of Kolchak and the lukewarmness of the White Russian support from Archangel made their position really dangerous. It was only our loyalty to those who had been our friends in the anti-German phase of the campaign which kept us there in 1919, when peacemaking was in full swing and the folk at home wished us back.

THE WITHDRAWAL

Everything possible was done to train and equip the local White Russian forces under General Miller (he disappeared in mysterious circumstances a few years ago in Paris) ; but, like all other of the anti-Bolshevik movements, it did not possess the determination and drive

necessary for success. The Russians were war-weary and not in the mood for adventures. As soon as conditions in the White Sea permitted ice-breakers to get to work, reinforcements, sent out to cover the withdrawal, were passed into Archangel. These fresh troops, with a much more powerful flotilla—again under Captain Altham—relieved the weary men who had so gallantly held the front throughout the long winter. A brilliant attack by the brigade commanded by Brigadier L. de V. Sadleir-Jackson against the Bolshevik positions on the Dwina freed our forces for withdrawal on that difficult front. The Navy heavily mined the river, and in the early autumn of 1919, covered by the flotilla and escorted by the Royal Air Force, the barges and shallow-draught tugs made their way down to Archangel; the railway force was also withdrawn. Simultaneously, Murmansk was evacuated. Early in October the whole Expedition was once more afloat, homeward bound for England and well-earned peace.

WAR AS IT USED TO BE

By LIEUTENANT-COLONEL H. E. CROCKER, C.M.G., D.S.O.

RECOLLECTIONS of the Boer War, now forty years ago, bring to notice the tremendous changes that have been brought about in the modern army, tactics, arms, and methods, even since the last war. Here I will try to give some account of the lighter side of soldiering in South Africa, and show the kind of thing we were up against, and the great difference between then and now.

I went out to the Boer War early in 1900 with the Special Service Company of the Essex Volunteer Brigade and joined the first battalion of my regiment, the Essex. On landing at East London we were hurried up to Bethulie to guard the bridge over the Orange River, and I remember being on outpost duty every other night with my half-company. Things were very different in those days, and sentries were posted on the old "chain" system, strung out in pairs on the veld from a central piquet. I had to visit them every hour, and found it a matter of great difficulty to come across them until I could hear their cheery cry of "Number—and all's well." That this same cheery cry might have guided Brother Boer to the sentries, or taught him how to avoid them, never entered our heads. That was how it had always been done and always would be done, for all we knew or cared: we disliked and mistrusted any change. We never were attacked, and perhaps it was just as well.

Life at Bethulie was fairly monotonous, so it may be imagined how pleased I felt when I received orders to take my half-company in cape carts as escort to a squadron of Cape Mounted Rifles who were going to search some farms. We expected to be away for a week, and I was busy collecting rations and all that we should need for the trip. On approaching the farms we would leave the men under cover with lookout men posted against surprise, and then ride up to the farm, where we were usually well received by the vrau and her daughters, the men being away. I don't know what they really thought of us, but they were civil enough to our face.

Many were the stories told by the squadron commander of the wiles and artifices of the Boers in concealing their arms. One day he searched a farm, but the daughter tried to prevent him from entering a certain room where, she asserted, her mother was in bed in the process of having a baby. Knowing the ways of the people, he entered, and found the woman in bed. Pulling down the bed clothes, he found, as he expected, that she was fully dressed. Not only that, but lying by

her side were two rifles. "Ah," he remarked, taking possession of the weapons, "twins, I perceive."

One day we were fired on from a farm after having coffee with apparently friendly people. In an instant that farm went up in smoke.

After about six weeks at Bethulie we joined our regiment at Kronstadt, just in time for Lord Roberts's advance on Pretoria. Right across country we went, battalions in column of companies—eight companies to a battalion in those days—and anything more tiring than advancing in that formation I have yet to discover. The men got weary and lagged behind, and the Adjutant rode up and down the battalion cursing us young subalterns for not making the wretched men keep up. We were doing anything up to twenty-five miles a day, carrying our packs and other gear. It was hot during the day and water was scarce. One's water bottle had to last the entire day: no chance of refilling till we got into our bivouac in the evening. The dust, too, was very trying. Sometimes the ox-wagons, moving at about one mile an hour, failed to come up with us, and we had to turn in supperless and without our blankets. This was a hardship, as the nights were very cold, especially on the high veld. Those ox-wagons—I can see them now—drawn by sixteen to twenty-four oxen, reaching from one horizon to the other: what a difference from the forty-mile-an-hour lorries of to-day, which carry not only rations and greatcoats, but the men as well, and bring them fresh to the battle.

Rations were scarce and monotonous: bully beef, with an occasional lump of trek ox by way of a treat, hard square biscuits, a microscopic ration of jam, were about the sum of our rations, with tea and milk and sugar.

It was a wonderful sight to watch the Kaffir drivers sort out their oxen in the early morning before inspanning. The animals all grazed together in one immense herd, several thousands of them, and the drivers would sort out their own oxen and inspan each ox in his proper place, for they will not pull unless each is in his right place in the team. No offside ox will pull on the near side, and the leaders will not pull anywhere except in the lead.

There was an amusing story going the rounds about an Englishman trekking with an ox-wagon who stopped for the night at a place infested with lions. The lions disturbed the peace of the night to such an extent that the Englishman decided to inspan and start away before it grew light, and told his boys to inspan at once. There was a terrific row going on—oxen lowing, lions grunting and roaring, and boys shouting—but at last they were inspanned and away. The Englishman

noticed that they were moving at a tremendous pace and put it down to the anxiety of the oxen to get away from the lions. When it grew light, however, he discovered that his boys, in the dark, had inspanned a brace of lions in the lead.

Protection on the line of march was a quaint affair, judged by modern standards. For flank guard we had half a company extended to about twenty-five paces, the men one behind the other, while the other half-company formed a support half-way between the outer half-company and the flank of the battalion. How the subaltern commanding the outer chain of men could have controlled them I could never discover.

In due course we reached Pretoria, and I remember the army being drawn up in the square in close column waiting for De Wet to come in and surrender. There we waited for some time, but no De Wet. We heard afterwards that, so far from surrendering, he had cut the railway many miles behind us. After that our battalion was moved out to Erste Fabriken, where the whisky factory was. I wonder if it is still there?

I was on outpost duty one night outside Pretoria on a main road with strict orders not to allow anyone to pass my post without the countersign. Late at night a party of officers rode up and wished to pass. Unfortunately they had neglected to obtain the countersign, and I refused to let them pass, in spite of dire threats by a senior officer that he would get me into trouble and would report me to Kitchener. I stuck to my orders, and one of them went back for the word. Needless to say I heard nothing more, though if I had allowed them to pass I should probably have heard something highly unpleasant.

On another occasion I was with some others who had been dining in Pretoria, and stupidly had forgotten to get the countersign. We were halted by an Irish sentry, who demanded the countersign. He was most ferocious and threatened us with his bayonet. One of us went back for the word, and while he was away we asked the sentry what the countersign was. We received the surprising reply: "Sorrah, the divil of a know I know, but ye can't pass widout it."

The curse of the country was enteric fever, and we lost a good many men, in spite of inoculation, given in one large dose. Perhaps it was not so well understood as it is nowadays. There was no means of purifying water, and the danger from flies was not realized. Sanitary arrangements were distinctly on the primitive side. I have said that the nights were cold: one night, when the wagons had failed to come up and we had no blankets, I passed a very comfortable night down

an ant-bear hole. I wondered what would be the etiquette should the owner turn up, but I heard—and felt—nothing of him.

What a different show it was, even from the last war, when we trekked on our flat feet up to Baghdad, after crossing the Tigris. Everything seems prehistoric now—the old single-loading Lee-Metford rifle, two Vickers guns per battalion, no tanks, lorries, gas, chlorine for the water, aeroplanes—nothing that makes modern war the curse that it is. It was a far more simple affair. The instructions about these same Vickers guns caused much ribald merriment. I quote from *Combined Training*:—"The Vickers guns will be carried in a light cart drawn by a mule or intelligent N.C.O." Can you imagine it: a non-commissioned officer—and an intelligent one at that—panting across country harnessed to his light cart!

In 1902 we were moved to the Free State and garrisoned a line of blockhouses with battalion headquarters in a home-built fort. The object of the blockhouse line was to localize the Boer commandoes and to pass on information as to their whereabouts to our mounted columns, who rounded them up—or failed to do so, as often happened. The commandoes often tried to break through the line, and though they sometimes did so, we took heavy toll of them, and could inform our own forces where they were. They usually used a mob of cattle to act the painful part of the modern tank and smash through the line and protect the commando as they dashed through. We blazed away like mad: as Kitchener said, "fill the air with lead." We did. On several occasions after an attack we young subalterns were severely told off by the quartermaster for using up so much of his cherished ammunition. I was run in before the Colonel one morning for this offence, but I got away with it. Do regimental quartermasters run in subalterns for using up too much ammunition when they are attacked in modern battles?

In order to check the Boers, we dug long trenches between the blockhouses. These we connected with wire fences, running at an angle, so that fire along them would not hit the neighbouring blockhouse. My old company commander used to ride round in the morning, and he would grouse like mad at the rough edges of our trench which, he said, should have been neatly cut and trimmed off. He once sent me orders to dig rifle pits on the North side of the wire; but, as we had no maps, and the line there ran due North and South, he quite defeated me as to which side of the wire the pits were to be constructed. When he came round again he pointed out the far side of the wire, and added:—"You damned young subalterns, you know

nothing." I don't suppose we did know very much, when I come to think of it.

One night we did have a really good show. We had received information that the enemy would try to break through my part of the line, so we got everything ready. Rifles in the heavy battery rests—wooden frames holding three rifles fired at once by a wire round the triggers—were loaded, sentries warned to keep awake, rifles loaded, and we all waited with our ears cocked for the Boers. During the night we heard several owl hoots from a small hill, answered by other hoots not far away, and immediately a heavy fire was poured into the block-house, which lay in a dip in the ground. Soon the tins on the tripwires rattled and banged, and we knew that the crossing had begun. We fired for all we were worth along the wire, till the fore-ends of the rifles smoked and burnt our hands, while the wooden battery rests smoked and the rifles glowed with the heat. We were still under heavy fire, and several men were slightly wounded. The wooden battens supporting the roof were shot through, and the roof partly collapsed. At last the racket died away, the Boers ceased firing, and the battle was over. At the streak of dawn we were out to count our bag, and found that we had not done too badly. A number of dead and wounded oxen lay there, together with several dead Boers, while tracks through blood-stained grass showed where wounded or dead men had been dragged. Even the quartermaster forebore to grouse at the considerable amount of ammunition we had expended.

We would occasionally play tricks on the Boers. A favourite game was to dig a rifle-pit at some distance from the line and make the bank on our side of the pit not bullet-proof. We sighted the battery rifles on these pits, and waited in the hope that Boer snipers would use them. When we were satisfied that they were there, we loosed off the rifles with several volleys, and more than once secured our bird. Then they got too wily, and we had to think of something else. They probably bore no ill-will and thought all the more of us for our "slimness" in defeating them.

One day we were told that an armistice had been made and that we might expect commandoes through our lines on their way to a conference. Sure enough, they came through, the men wearing any old kit, chiefly untanned trousers and rough shirts; but each man had a good Mauser rifle which he knew how to use, and what enraged us more than anything were the field-glasses taken from our own prisoners.

Soon afterwards I got a bad go of enteric and left for Wynberg and Home.

THE ITALIAN FAILURES

By MAJOR-GENERAL H. ROWAN-ROBINSON, C.B., C.M.G., D.S.O.

GIVEN a good cause, the Italian, or perhaps it would be more true to say the Italian of North Italy, is a gallant fighter and has been so, since the days when the burghers of Milan defeated Barbarossa and his German chivalry on the field of Legnano. No one who has studied the history of the *Risorgimento*—the defence of Rome, Garibaldi's capture of Palermo, could believe otherwise. But, without a cause, without even the spur of hatred, the Italian has a strong distaste for battle. For him, the words "Empire" and "Colonies" strike no responsive chord: hence Adowa; hence in this war Somalia. In the last war he showed by his long straddling of the fence of neutrality and by the close bargain he made of his assistance to the Allies that his interests, but not his heart, were engaged: hence Caporetto, and hence the tenacity with which his sailors clung to their harbours.

Mussolini strove hard to inculcate the military spirit, offering military honours, the spoils of victory, the sweets of revenge—all to no purpose. "I absolutely disbelieve in perpetual peace," he said, "it is detrimental to the fundamental virtues of man which only by means of struggle reveal themselves in the light of the sun." And on another occasion: "We are becoming a military nation and shall become so increasingly because this is our desire; a militaristic nation, I would add, since we are not afraid of words . . . the whole life of the nation must be directed towards our military requirements." Later, having decreed that all boys from the age of eight upwards should be soldiers, he spoke of his eight million bayonets flashing in the sun.

Bombast, however, is the mere over-calling of a hand. While regimentation, such as that to which he subjected the Italian people, though of considerable value in organization and control, is detrimental to character, it affords the leader higher material strength and a greater ease of manipulation; but it blunts the weapon and it deadens the spirit. Perhaps this is the case more with the Italians than with any other race; for, though intellectually gifted, they are naturally lazy and Fascist rule has the dangerous convenience that it saves them from the need of independent thought and action. Only once did Mussolini succeed in stirring the hearts of his people; and that was over 'sanctions.' When fifty states declared Italy to be an aggressor and imposed a number of embargos upon her, he managed to arouse in his countrymen a storm of protest against what seemed to them an unwarrantable interference with their

liberties, almost with their right to live. He was ready, and they were ready, to fight and to die. They had a cause and, flimsy though it appeared to us, it was to them a reality. Against the dispersed sentimentality of those fifty states it won a bloodless victory.

In June, 1940, Italy had no sort of cause. France and Britain had helped her greatly to establish her unity as a nation; they had been her allies in the Great War and, though they had treated her rather scurvily afterwards as regards colonies, they had, in spite of strong opposition, fulfilled the bulk of her claims in Europe under the terms of the secret Treaty of London. Thus a somewhat bitter feeling, especially against Great Britain, over the policy of 'sanctions,' afforded her the only emotional urge to battle; and that might well have flickered away had not its dying embers been constantly stirred by Mussolini. When Italy struck, she did so from self-interest alone—and not even the interest of her people, but that of her gangster leader with his lust for conquest and power. That the blow was a foul of the worst kind, delivered against an ancient ally in her death agony, must have been realised with sadness by all those among the assailants whose nobler feelings had not been drilled out of them.

In the timing of his dastardly action, Mussolini made one grave miscalculation. Like many other people, he believed the fate of Britain to be bound inseparably with that of France and that, therefore, after a brief period, and at small cost, he would be able to share the spoils of two immense Empires. His mistake in this respect is, however, not surprising, in view of the fact that, in the last war we kept two million British troops in France in order to prevent the enemy from reaching the Channel ports—a fact which showed that we regarded them practically as our last line of defence.

Thus in the moral sphere Italy failed owing to the absence of a great impelling cause and to indifference with regard to those matters for the sake of which the *Duce* drove her to war.

From the material point of view, possessed as she is of particularly skilled engineers and mechanics, she might have expected great success for her machines—ships, tanks, aircraft. Unfortunately for her, she seems to have gone prematurely into mass-production of aircraft, largely because of her wars in the Iberian peninsula and Abyssinia, with the result that many of her types were obsolescent when she entered the present war. She found then that aircraft which appeared so excellent when spraying mustard gas on unprotected, bare-footed natives in Ethiopia and against the weak governmental air force in Spain, failed utterly against good weapons and skilled pilots. A false glamour surrounded the Italian airman because he possessed most of the world's

records in flight. But his achievements were those of the star performer operating a freak aeroplane, and afforded no promise of a high average performance either by men or machines. Team-work, now so important in the air, played second fiddle to the glory of the individual.

In her ships, which were not without merit in design and craftsmanship, protection and power were too often sacrificed to speed. It is possible that the main reason for this was that superior speed could be used to evade battle until the enemy's fleet had been drawn within easy striking range of shore air bases. There was much to be said for such strategy. For one thing, it obviated the need for building that very costly and vulnerable type of ship—the aircraft-carrier. For another, the battle of Cape Matapan has shown what wonderful results can be achieved by a sound combination in battle of ships and aircraft. Somehow or other, however, with the Italians it failed to work, partly perhaps because their warships never showed any stomach for a fight and, having once started on the race for home waters, were difficult to stop; and partly because Italian aircraft, notwithstanding the immense advantages inherent in the use of land-aerodromes situated in proximity to the battle-area, were usually dominated by our Fleet Air Arm.

As to tanks, it might have been supposed that after so much recent and direct experience in their use the Italians would have evolved types beyond reproach. Nevertheless here, as with his other machines, weaknesses were early apparent and nowhere, whether in Albania against an enemy almost unprovided with tanks or in Libya or in Abyssinia, did their armoured fighting vehicles show to advantage.

In their land operations, the Italians have failed as much in the tactical sphere as in the technical, largely because they were unable to realise the signal value of boldness and speed both as the sword of conquest and the shield of security. When Graziani invaded Egypt, he was indeed confronted with very grave obstacles. He was tied, owing to lack of water elsewhere, mainly to a single coastal road which was under the guns of the British fleet and peculiarly susceptible to aerial attack. His objective—Alexandria—was 300 miles distant from the Libyan frontier; and his weak and vulnerable line of communication would thus be a source of gnawing and constantly growing anxiety. On the other hand, he was overwhelmingly superior to his opponents in numbers. He would also, had he employed—as he might have done without hazard—every tank in Libya, have been greatly superior numerically in mechanized forces. Moreover, long before the War, the Italians in Libya had assiduously practised the technique of landing parachutist troops behind an enemy; and German victories in the Low Countries and France had shown how profitable such action could be. To this form of action,

Wavell's line of communication—a single ribbon like that of his opponent—was specially vulnerable. Then, too, centres of communication in Egypt—a country which possessed no Home Guard or any form of defence in depth—were dangerously exposed to the attack of an enemy transported in troop-carriers—an attack which might have been assisted by the large Italian population of the country and possibly by a few Quislings. Moreover, if the Italian commander had felt that he could not trust his own troops to such action, he might have asked Mussolini to borrow men and equipment from the vast army of his ally who was not, at that moment, seriously engaged.

But no, Graziani saw all the perils and difficulties ahead and thought they could be overcome by the exercise of caution, first displayed in a slow advance and then in a halt and the construction of fortifications. He had not, indeed, yet seen the lightning moves of Wilson and Cunningham for they were still to come; but he might have realised how the Germans had minimised by speed and daring the tremendous risks they took in France, especially how, by cutting the enemy's control centres, they had caused his weapons to sink from nerveless hands. A rapid advance with the full exploitation of greatly superior numbers and of the potentialities of modern weapons might have won Graziani his objective before his leader's foolish invasion of Greece threw the Greek harbours of the Aegean and Ionian Seas open to Cunningham's warships. Then, in possession of the one naval base in the Middle East equal to holding the British battlefleet, he might have placed Italy in a really strong position in control of the most important knot of communications in the British Empire. Fortunately for us his deliberation and his circumspection were to prove a perilous, if peculiar, form of rashness and to cost him 180,000 men in prisoners alone. Perhaps, however, we ought not to be severe, for but a few years ago our own *Field Service Regulations* showed "Security" to be one of the eight Principles of War, and held the security of an army and of its communications to be the *first* responsibility of a commander, without suggesting that it was best obtained through the imposition of the commander's will upon the enemy by boldness, by rapid action, by surprise.

Another fruitful cause of Italian failures has been the introduction of politics into the fighting forces. Most of the higher appointments in the army, navy and air force were political, and fascist orthodoxy, not military ability, was the surest road to promotion. This was not likely to lead to contentment in an army in which quite a large proportion of the officers were, to a greater or less degree, anti-fascist in opinion. There was, moreover, but little love lost between blackshirt and regular divisions, the latter suspecting the former, and with good grounds, of usurping all the special privileges available.

Then it is unlikely that Mussolini really endears himself to his subjects. The Italians are naturally a cultured race; to such people gangster-leadership of a gross and brutal type makes no appeal. This war, he preached, was his war and the war of his criminal associates—not theirs, and when he dinned into them daily the need for dominating the world by arms, he reached their ears indeed but their souls remained resolutely, if subconsciously, unmartial. Mussolini is something of a monstrosity to them. About Hitler there is a certain spirituality—such as might be met in a fallen angel—but there is nothing of that in the *Duce*. He is material to the core. He is forceful of character, indeed, but coarse of fibre and lacking in brain-power.

It is curious that fate should have united the Italians and the Germans as allies in the most iniquitous war of aggression ever waged. Whereas the Italian is alien to the role for which he has been cast, the German finds himself in his element. He is naturally a barbarian, rejoicing in all the attributes of the blonde beast. Such culture as he possesses falls quickly from him in war. With him, ruthless, conscienceless force is the arbiter in all things; and, when it suits his purpose, he will, without a qualm, turn and rend his luckless partner in crime. Italians feel this in their bones, yet they look in vain for a means of escape from the net cast round them by Mussolini.

INTERNATIONAL SITUATION

THE BRITISH OFFENSIVE.

A CURSORY review of the international situation as it is to-day may leave the impression that for nearly two years the British Empire generally and the United Kingdom in particular have been giving ground wherever their forces have been attacked and that they are now everywhere on the defensive. We no longer have a hold in any part of Europe save on the rocky promontory of Gibraltar ; we have not a single active ally left on the Continent ; the enemy, having cleared us out of Greece, is thrusting towards Egypt and the Suez Canal ; Iraq with its oil supplies are threatened ; in the Atlantic we are battling for our life-lines to America ; in the Far East Japan is being as provocative as she dare be.

On the face of it, all this might well seem rather depressing, and pessimists are wont to complain that we seem to lack both the means and the will to take the offensive.

The means to take the offensive are, of course, dependent on mustering the requisite numbers of trained men and well-fashioned weapons at the appropriate strategic theatres of war for striking at the enemy. We are still suffering from many years of criminal neglect of our fighting Services, during which Germany was manifestly building up the greatest land and air forces any one Power has ever possessed while pursuing a foreign policy which was openly becoming more and more aggressive. Such negligence cannot be made up for in two years of war. Yet the latent reserves of fighting strength throughout the Empire are slowly but surely taking shape and gathering momentum ; moreover, just as our last active ally in Europe has been overwhelmed by sheer weight of men and materials, the "arsenal of democracy" is beginning to pour supplies into this island, which is its advanced base, and the United States have already gone so far as to promise to supply the necessary sea transport to nourish our armies in North Africa. The man-power of the great Dominions is being rapidly mobilized, and trained airmen and troops are steadily converging on the enemy from East and West to link with the air and land forces of the Homeland and engage him wherever we can profitably do so.

There is no lack of the offensive spirit in the growing weight of our air attacks on vital centres of industrial Germany, on enemy submarine and air bases, and on ports which he might use in an attempt to invade England. As Hitler succumbs to the Frankenstein monster of his own

making which compels him to disperse his forces and resources more and more in order to achieve greater and grander "victories," so he is leaving Germany and German morale more and more vulnerable to a British offensive. Sooner or later his robot people must recover some germs of independent reasoning, and then they will begin to ask what are *we* getting out of these spectacular successes; what is to be the end of it all—supposing the Norwegians, the Danes, the Dutch, the Belgians, the French, the Czechs, the Slavs, the Bulgarians, the Rumanians, and even the Italians persistently refuse to embrace us as brothers and to adopt our *Führer's* "New Order" as their own ideal way of living, shall we be obliged to maintain indefinitely a colossal army to hold down millions of recalcitrant people all over Europe? The German women especially will begin to question the advantages of a creed which seems to mean interminable separation from their menfolk, no home-life, nothing but endless toiling in field and factory to satisfy insatiable demands for more labour, more output—and for what?

Meanwhile, the British offensive in the air will be getting heavier and heavier. Goering's promise that Germany would never suffer from bombing has long since been proved a myth. As it is borne in on the German people that our dictum is no longer "we can take it," and has become "we can give it," and that for every bomb dropped on England we are able to retaliate with double and treble the number, it will be little consolation, while they see their cities crumpling and their factories in flames, that more territory has been conquered and more inoffensive peoples have been overcome as their armies march further and further away from home. Gradually it must become apparent to the German nation that all they are reaping is a harvest of hate, while the British sword of retribution grows slowly but surely longer and sharper.

This may seem like wishful thinking—a fascinating pastime, but particularly dangerous in war. Yet the offensive spirit must necessarily carry with it a sense of optimism; moreover, there are grounds for optimism in the results of our offensive wherever we have been able to take it. The Royal Air Force is increasingly on the offensive in every theatre of the war. The Royal Navy is engaged in a relentless hunt of enemy under-water craft, E-boats and surface raiders; occasionally our Fleet has the good fortune to bring off a more spectacular success, such as the sinking of the "Bismarck." Those who are wont to dwell on our withdrawals, are apt to overlook the Army's lightning thrust along the North Coast of Africa and the steady, unerring offensive in Abyssinia which have resulted in the destruction or capitulation of practically the whole Italian army overseas and the break-up of Mussolini's much vaunted Italian Empire. That we have had to withdraw our rapier

after that skilful lunge in the North does not minimize the mortal blow we dealt to Germany's only real ally and the consequent added liability to her that Italy has become.

Our intervention in Greece was by no means a complete strategical disaster. By taking the offensive and helping that gallant country to inflict grievous harm on the enemy before capitulating, we yet again interfered seriously with Hitler's plan of campaign. It has always been his aim to attain his ends by intrigue and threats, and it is most disconcerting to him to find that wherever he goes now he has to fight, that he is meeting with increasing opposition, and that there is an ever-growing strain on even his vast resources.

We may yet have to give ground ; but we have learnt that one of the great lessons of last war is that to hold a line on a map at vast cost may be in keeping with the noblest traditions, but it may also be incredibly stupid. The old French dictum "*reculer pour mieux sauter*" is no mere platitude in excuse of defeat ; it may often be a sound strategical maxim. But the offensive spirit must always be there : the determination to lose no opportunity to hit wherever and whenever possible, and to " hit first, hit hard, and keep on hitting."

THE LEASE AND LEND ACT

THE passage of the Lease and Lend Bill through both Houses of the United States legislature conferred very remarkable powers on the President. To begin with, he is authorized to transfer to any country whose defence is essential to the United States any article or ship in the possession of his government without payment. He can also procure or cause to be constructed any article of defence. The only limitations on these powers are very generous financial appropriations, and the proviso that he shall inform the responsible Secretary of his intentions and report to Congress every ninety days or less what articles of defence have left the United States during that period.

The total appropriations of a Special Defence Fund amount to £1,400 millions. This includes provision for vessels, supplies, spare parts and accessories which must not exceed £126 millions ; facilities and equipment for the manufacture of armaments are limited to £150 millions ; aircraft and aeronautical material to £411 millions.

Although in theory the President is, therefore, given a remarkably free hand to send " aid to Britain," in practice he is—as are most things in America—still liable to the powerful influence of public opinion, particularly as expressed in Congress and the Press. Luckily both

seem to be increasingly disposed to advocate "every possible help, short of war." There is also, of course, the United States' own strategical position to be borne constantly in mind. The Lease and Lend Bill can operate most effectively in the Eastern defences of the American Continent, but in the case of the Western defences, the United States have to rely more on their own direct efforts.

The most immediate fruits of the Bill will, we may hope, be a steadily increasing output of aircraft and merchant ships, the bulk of which will be placed at our disposal. Details of the programme of construction of the former are not available; but, in addition to some 2½ million tons of merchant shipping already on the stocks in the United States, 200 vessels providing a further 1½ million tons are to be built under the supervision of the Maritime Commission. The latter will be of standard design—displacement 7,500 tons, and, as far as possible, the parts will be manufactured in the steel yards so that the slipways will be occupied for the minimum possible time for assembly up to the launching stage. Over and above the foregoing, sixty-six cargo ships of 10,000 tons displacement are on order in the United States by Britain.

The question of the American fleet providing escorts for convoys of U.S.-built shipping has yet to be decided; it may raise delicate issues of neutrality; but here again the President has very considerable powers vested in him if he thinks it expedient to use them.

In short, while we must not expect the Lease and Lend Act to produce miraculous results or to change the course of the War over-night, it does make provision for an ever-growing volume of supplies from the "arsenal of democracy" which should go very far to ensure for us final victory and for America the peace and security which that will mean.

DIARY OF THE WAR, 1940

3rd February.—Shortly before dawn R.A.F. bombers attacked successfully selected targets in the North-West of occupied France.

During the day enemy aircraft dropped bombs in the London area and in adjacent parts of East Anglia and Kent. Little damage and a few casualties were reported. One of the enemy was shot down.

In Libya **British forces entered Cyrene.** The R.A.F. made six separate attacks upon retreating troops between Slonta and Tecnis, inflicting heavy casualties and destroying many motor vehicles. At night Berka aerodrome was bombed and at Barce the railway station was heavily attacked and motor transport on the roads destroyed.

In Albania the Greeks completed their clearing up operations North of Klisura. Italian aircraft bombed the coast of the Western Peloponnesus.

The British, advancing from Agordat in Eritrea, neared Keren. The pursuit of the Italians retreating south-eastward from Barentu continued. Gura aerodrome and the vicinity were heavily bombed by the R.A.F.

In Abyssinia the British advance from Metemma towards Gondar made good progress.

South African aircraft bombed the aerodrome at Gobwen (near Kismayu) in Italian Somaliland, destroying five Italian aircraft.

During the night the R.A.F. attacked the docks at Brest and other objectives in the North-West of occupied France. One of our aircraft was lost.

Night raids by single enemy aircraft caused a little damage in London and in eastern England. Few casualties were reported.

4th February.—During the day, bombs were dropped in a town on the East Coast and in Kent, but damage and casualties were slight. Four enemy aircraft were shot down.

The Admiralty announced that H.M. trawlers "Relonzo" and "Luda" had been sunk.

In Libya some 400 stragglers were collected in the pursuit of the Italians towards Benghazi. The R.A.F. continued their attacks upon the enemy's communications, bombing Barce railway

station and motor transport between Maraua and Barce. Several enemy aircraft were destroyed, including a flying boat moored off Tolmetta. At night Benina and Berca were bombed by the R.A.F.

During an enemy air attack on Malta at least three German dive-bombers were shot down, whilst others were damaged.

The Greek forces in Albania were reported to be in possession of an important mountain pass beyond Chimara in the coastal sector. Tepelini was said to be in flames.

The British advance in Eritrea continued, the Italians in retreat from Barentu and Biacundi leaving prisoners and material behind. South African aircraft destroyed a number of Italian aircraft and raided aerodromes and communications.

In Abyssinia the South African Air Force were similarly active as the British advance on Gondar proceeded.

Our forward detachments from Kenya were reported to be 45 miles inside Italian Somaliland.

The R.A.F. carried out a very successful raid upon the aerodrome at Maritza (Island of Rhodes) at night.

At night the R.A.F. offensive against Germany and German-occupied territory was on a wider scale than any during the previous fortnight. The Düsseldorf area; the docks at Brest, Dunkirk, Dieppe and Ostend; aerodromes at Vannes and other places in France; and the docks at Cherbourg and Bordeaux were among the objectives successfully attacked. Four of our aircraft were lost.

Enemy air attacks during the night were mostly on the Eastern counties. Some bombs were dropped in the London area. Damage and casualties were not heavy; one German bomber was destroyed.

5th February.—During the day enemy aircraft dropped bombs at a point in North-East Scotland and at a place in Kent, without doing any harm. One enemy bomber was shot down by our fighters.

In the morning one of our fighter patrols shot down an enemy bomber over the Channel. Early in the afternoon a squadron of our bombers escorted by fighters carried out a sweep over Northern France. An aerodrome at St. Omer was successfully attacked and two enemy aircraft were shot down in combat. Seven of our fighters were lost.

An enemy dive-bomber which attacked one of our convoys off the South-East coast was shot down by H.M. trawler "Lady Philomena." No ship in the convoy was damaged but H.M. trawler "Tourmaline," one of the escorting vessels, was sunk.

In Eritrea the British advance on Keren continued and the Italian forces retreating from Barentu were severely pressed; so far 1,500 prisoners had been captured together with much war material. Air co-operation on this front included a dive attack upon gun positions in the hills at Keren.

In Abyssinia the advance on Gondar, with air support, continued.

Our detachments penetrated further into Italian Somaliland inflicting considerable loss on the enemy.

At night enemy aircraft dropped bombs in East and South-East England and in the London area. Damage and casualties were slight.

6th February.—In Libya **British armoured forces**, having moved South of the Jebel Akhda, covered 150 miles in 30 hours, brushing aside all enemy resistance en route. Thus they **established themselves astride the Italian line of retreat from Benghazi, which** was threatened by the advance of Australian troops from Derna and **surrendered**. Our armoured forces drove back numerically superior Italian armoured forces, supported by infantry and artillery, which endeavoured to break through and escape; when all his tanks had been destroyed the enemy gave up the fight. Prisoners numbered many thousands including an Army commander, a corps commander, and five other senior Generals; much war material was captured.

In Albania the R.A.F., despite bad weather, bombed with good effect military objectives West of Tepelini and in the Krahad region.

In Eritrea our operations before Keren made good progress, prisoners taken since our forces crossed the frontier now amounting to over 3,500. The South African Air Force, which continued their close support of the operations, also shot down two enemy fighters, bombed the aerodrome at Bahrdar, and attacked a large transport yard at Assab.

At night, in bad weather, the R.A.F. bombed the docks at Boulogne, Dunkirk, Dieppe, Calais and Fécamp.

7th February.—A town on the North-East coast of Scotland and another on the East Anglian coast were bombed by single aircraft in the course of the day. Some damage was done and a number of casualties were caused.

The Admiralty announced that an enemy bomber which had attempted to attack a convoy had been shot down by H.M. destroyer "Vanity."

In Albania a Blackshirt counter-attack at a pass in the mountains beyond Klisura was smashed with heavy loss by the Greeks.

At night the R.A.F., in very unfavourable weather, delivered successful attacks upon Boulogne, Dunkirk, Calais and Ostend.

8th February.—No air attacks were made on Britain during the day, but three enemy aircraft were shot down on or near the coast.

Single aircraft of the R.A.F. made daylight attacks on objectives at Rotterdam and Flushing. Enemy supply ships, escorted by destroyers, were attacked off the coast of Norway.

In Albania the Greeks captured some prisoners in minor operations.

The Fleet Air Arm made a night attack upon the harbour at Tripoli (Libya), setting on fire a hangar at the sea-plane base.

The R.A.F. made effective raids at night upon the aerodromes at Calato and Maritza (Island of Rhodes).

Malta was attacked at night by a considerable force of enemy aircraft. Damage was slight; two German dive-bombers were shot down.

Before midnight enemy aircraft dropped bombs in Yorkshire. No damage was done.

The R.A.F. carried out a night attack upon the industrial district of Mannheim although weather conditions remained unfavourable.

In Libya the capture of Benghazi practically completed the conquest of Cyrenaica after a short and brilliant campaign remarkable for boldness of execution and the admirable co-operation of all the Services. So much could hardly have been achieved so swiftly but for the ineptitude of the Italian command; but the complete ascendancy of the R.A.F., and the fine, if unspectacular work of the Mediterranean Fleet which maintained complete control of the coastal waters, gave General Wavell

advantages which the Army exploited to the full. The performance of our admirably handled armoured divisions showed how well their equipment and organization was adapted for desert warfare.

British progress in Eritrea and Abyssinia and the advance of our detachments from the whole length of the Kenya frontier showed that the general offensive against Italian East Africa was developing in earnest.

Bad weather continued to be the chief enemy of the Greek forces in Albania where Italian morale appeared to have fallen very low.

German assistance to Italy had threatened to take the form of a military occupation of Bulgaria as a preliminary to the invasion of Greece, but such an offensive could hardly be launched before the Spring. The presence of German air forces at Italian bases had produced little effect in the Mediterranean. Moreover, Germany's demands upon France seemed to be meeting with an uncompromising resistance. Admiral Darlan in Vichy was reported to have announced that the French fleet would remain under French control; General Weygand in Algiers denied reports that the French Government would permit the Germans to use Bizerta as a base. There remained the possibility that Germany would relieve the pressure upon her partner by striking soon at the decisive point—Britain.

During the week ending 26th January seven British merchantmen (total tonnage 23,514) and two allied vessels (10,090 tons) were sunk by enemy action, a loss not higher than the weekly average for January but serious enough.

9th February.—There was some hostile air activity near the East Coast of Britain but no bombs were dropped. An enemy aircraft was shot down by R.A.F. fighters off the Essex coast.

Off the Norwegian coast the R.A.F. attacked with torpedoes a number of enemy destroyers, one of which was hit amidships. Aircraft of the Bomber Command attacked oil tanks at Flushing, docks at Antwerp, and other objectives in German-occupied territory.

An enemy aircraft which approached one of our convoys in the North Sea was promptly shot down by H.M. destroyer "Pythchley."

The Admiralty announced that H.M. trawlers "Almond" and "Arctic Trapper" had been sunk.

Genoa was bombarded at dawn by a force, under Vice-Admiral Sir James Somerville, consisting of the battle-cruiser

"Renown," the battleship "Malaya," the aircraft carrier "Ark Royal" and the cruiser "Sheffield," with light forces in company. Over 300 tons of shell were fired and great damage was done to the Ansaldo electric works and boiler works; the main power station of the port; the dry docks, warehouses and harbour works; oil installations and tanks; a number of supply ships; and the main goods yard of the railway. Naval aircraft attacked oil refineries and other targets at Leghorn and the aerodrome and railway junction at Pisa. Two hostile aircraft which attempted to interfere were shot down. We lost one Swordfish aircraft, but our forces sustained no other loss or damage.

During the course of minor operations in Albania the Greek air force shot down eight Italian aircraft, without sustaining any loss. In the Klisura area the R.A.F. were engaged with a large number of enemy fighters, of which seven were shot down and others badly damaged. One of our machines was lost, but the pilot escaped.

Italian aircraft raided Salonika, Patras, Yanina and Preveza.

In Libya advanced elements of our armoured forces occupied El Agheila.

In Eritrea the enemy reinforced his positions round Keren; elsewhere the pursuit of the Italians continued, with the co-operation of the R.A.F.

In Abyssinia our advance upon Gondar continued although impeded by land mines. Our aircraft made extensive attacks upon camps and landing grounds.

During the night enemy aircraft dropped bombs at places in East Anglia, Essex, the Home Counties, and the West of Scotland. Little damage was done and casualties were few. Two enemy bombers were destroyed by anti-aircraft fire.

10th February.—In the early hours of the morning the R.A.F. bombed enemy bases on the coast of North-West Germany.

R.A.F. bombers, escorted by fighters, made offensive sweeps over northern France during the day. Boulogne, Calais and Dunkirk were bombed and two enemy fighters were shot down. During the attack on Calais three of our fighters were lost.

In Albania the Greeks continued their successful local operations. Three Italian aircraft were shot down. The R.A.F. bombed buildings at Tepelini and Buki and intercepted a large formation of enemy bombers, escorted by fighters, which were

attempting to attack Yanina. Our fighters shot down two bombers and damaged several others.

R.A.F. heavy bombers delivered a heavy and very effective attack upon Calato aerodrome in the island of Rhodes. At least ten enemy aircraft were destroyed on the ground.

In Eritrea our troops, advancing from the North, occupied Mersa Taclai (on the Red Sea) and Karora [inland on the frontier]. Keren was raided repeatedly by the R.A.F. in support of the Army's operations, and Asmara was attacked from the air. South African aircraft engaged enemy aircraft over Asmara, shooting down one and damaging others. One Italian machine was shot down over Agordat by anti-aircraft fire.

In southern Abyssinia South African troops had now advanced fifty miles in the Hobok area, capturing quantities of war material. Their own aircraft carried out extensive bombing operations which included Afmadu in Italian Somaliland.

The British Government announced its decision to break off diplomatic relations with Rumania.

The aerodromes at Maritza, Calato and Katavia (all on the island of Rhodes) were heavily bombed by the R.A.F. at night.

At night the R.A.F. made a heavy bombing attack lasting six hours upon the industrial district of Hanover. Other objectives which were attacked with success included the oil installations at Rotterdam; various targets in North-West Germany and two aerodromes in Holland; Boulogne harbour; Cherbourg; and Ostend. In all these operations four of our aircraft were lost.

Enemy aircraft dropped bombs in East and South-East England during the night. Little damage was done and there were few casualties. One enemy bomber was destroyed by anti-aircraft fire. Night fighters of the R.A.F. severely damaged two German aircraft off the East Coast.

11th February.—In the early hours of the morning British naval units carried out a successful bombardment of Ostend.

During the day the R.A.F. carried out sweeps over northern France.

Italian aircraft made extensive raids over Greece, their bombs causing some damage and casualties at the Piræus, in the Yanina district, and at Preveza and Larissa.

It was officially reported that no less than 86 unserviceable aircraft had been left by the enemy on the landing ground at Benina (Libya). These included two German machines. [The number was eventually found to be 100, and 40 more were discovered at Berka aerodrome].

The headquarters of the Free French Forces in London announced that a motorized column operating from the Chad territory had captured several oases in the Kufra district of southern Libya. On 7th February an Italian air-base was stormed, after it had been bombed from the air, heavy loss being inflicted on the enemy.

A report from Vichy stated that a Free French column under Colonel de Larminat, also operating from Chad, had attacked and captured a strong Italian garrison at Ghadames on the Tripolitania-Tunisia frontier.

In Eritrea our forces, advancing from the North, occupied Elghena. Prisoners and material were captured. In the South of the province the number of Italian guns now captured or destroyed amounted to 80. Many attacks were carried out by our aircraft in the Keren-Asmara area.

Extensive operations of our aircraft in Abyssinia included the bombing of the aerodrome at Addis Ababa.

British forces captured Afmadu (Italian Somaliland).

After darkness had fallen the R.A.F. attacked shipping in Kristiansand (southern Norway) and also the seaplane base at Thisted (Jutland).

The R.A.F. again attacked the Maritza, Calato and Katavia aerodromes (island of Rhodes) in the course of the night. Buildings, and fuel and ammunition dumps were set on fire and at Calato at least seven enemy aircraft were destroyed.

During the night, in spite of very unfavourable weather, our air offensive on Germany and German occupied territory was continued. Hanover was bombed again; industrial targets at Bremen were attacked; and the Rotterdam oil installations suffered severely. In the day and night operations of the R.A.F. three of our aircraft were lost, and one bomber crashed at Cambridge on its return.

A few bombs were dropped on East and South-East England during the night, causing some damage and injuries.

12th February.—There were no air raids on Britain by daylight ; one enemy aircraft was shot down.

In the afternoon an area of the South-East Coast was shelled by the German guns on the French side of the Straits of Dover. Damage was trifling and no casualties were reported.

H.M. drifter "Eager" engaged and destroyed an enemy bomber.

In Albania the Italian counter-attacks ceased and on the central and southern sectors of the front the Greeks gained ground and took prisoners. Three Italian aircraft were destroyed by anti-aircraft fire.

Italian bombers attacked Larissa inflicting casualties on civilians.

The R.A.F. made successful attacks upon Durazzo and Tirana at night.

In Eritrea British local attacks at Keren were successful and our aircraft were occupied in intensive bombing of the Italian positions. They also raided Assab.

In Abyssinia South African troops extended their occupation of the Hobok area.

Mussolini and General Franco conferred at Bordighera.

The R.A.F. carried out a successful night attack upon the harbour at Rhodes (Dodecanese).

During the night bombs were dropped by enemy aircraft in South-West England and in South Wales where a small number of people were killed.

13th February.—Points in East Anglia and the North of Scotland were bombed in daylight by enemy aircraft. Damage was slight and casualties few.

The Greek advance in Albania became general, and more prisoners and war material were captured.

The R.A.F. made repeated attacks on the Tepelini area and on Italian troops and concentrations in and around Buki (North of Klisura). Elbasan was bombed also. We lost two bombers, but shot down three enemy fighters.

In Italian Somaliland British forces attacked and captured the Italian post of Bullo Erillo on the Juba river. The South African Air Force carried out a very destructive raid on Bardera and bombed native levies on the Ono river.

General Franco met Marshal Pétain at Montpellier.

The Australian War Advisory Council warned the people of Australia that the war had entered a new phase: "one of the utmost gravity."

In Abyssinia Danghila was raided by our aircraft at night.

The R.A.F. made another night attack upon the aerodromes in the Dodecanese islands, doing heavy damage at Midi Bay, Katavia and Calato.

Aircraft of the Fleet Air Arm attacked by night four merchant ships escorted by two destroyers in the Central Mediterranean. One merchant ship was sunk.

At night enemy aircraft dropped bombs in the London area, at places in eastern England, and in a town in North-East Scotland. Little damage and few casualties were reported.

The German batteries on the French coast shelled the Dover area without doing any damage. Our guns replied to the bombardment.

14th February.—Bombs were dropped by enemy aircraft in North-East Scotland and in Kent during the day. No damage or casualties were reported. An enemy fighter was shot down in the Straits of Dover; one of our fighters did not return from patrol.

In daylight the R.A.F. attacked the docks at Calais and Den Helder, where a supply ship was hit. An enemy tanker off the Norwegian coast was hit and left on fire.

An Italian communiqué stated that "enemy parachute troops" which had landed in the Lucania district of Calabria on the night of 10th February "with the object of cutting off roads and water supplies," had all been rounded up before they could carry out their tasks.

The Greek advance in Albania continued, 700 prisoners being taken at one point. R.A.F. operations included destructive bombing in the area North of Tepelini and attacks along the Buki-Glave road (beyond Klisura).

General de Larminat broadcast from Libreville (Gabon) concerning the affair of Ghadames on the Tunisia-Tripolitania frontier (see 11th February), from which it appeared that French troops from Tunisia, not part of the Free French Forces, had been engaged.

In Eritrea our column advancing from the North continued to make satisfactory progress towards Keren, where the enemy had been reinforced. Our increased pressure upon the town was greatly assisted by air operations. Our aircraft also attacked aerodromes and landing grounds at Zula and Asmara and shot down two Italian fighters near Asmara.

In the Blue Nile sector of Abyssinia units of the Sudan Defence Force occupied Queissan, whilst South-West of Asosa an Italian detachment was routed.

British troops reoccupied the Sudan frontier post of Kurmuk (in Italian possession since July, 1940).

In Italian Somaliland our troops, with air and naval co-operation, occupied the port of Kismayu, completing the occupation of some 10,000 square miles of enemy territory—up to the Juba river. Farther North, South African troops made excellent progress, receiving a warm welcome from the natives. The South African Air Force bombed the crossings of the Juba river at Gobwen and harassed the retreating enemy on the Merca-Bardera road and in the Jelib-Ono river area.

The British Government announced the blockade of Rumania as from 15th February.

Hitler received the Yugo-Slav Premier and the Foreign Minister at Berchtesgaden, Ribbentrop being present.

At night heavy bombers of the R.A.F. attacked with success the harbour of Lindos on the island of Rhodes.

The R.A.F. night offensive against Germany was resumed, industrial targets in the Ruhr—Gelsenkirchen, the port of Duisberg—Ruhrort, etc.—being heavily bombed. One of our aircraft was lost in these operations. The docks at Ostend were attacked also.

During the night enemy aircraft dropped bombs on a number of places in eastern England, London and the Home Counties. Some damage was done but casualties were few. An enemy bomber was shot down into the sea off the East Coast by anti-aircraft fire.

15th February.—Bombs were dropped during the day in East Scotland by one single enemy aircraft and on the East Coast by another; little damage was done and there were no casualties. Two enemy bombers were destroyed off the East Coast; two of our fighters were lost on patrol.

The Greek operations in Albania continued with heavy loss to the enemy. Two hundred Italians were captured. Despite unfavourable weather the R.A.F. carried out heavy and successful raids in the Buzi area.

A British official announcement stated that soldiers in military uniform had been dropped in southern Italy, by parachute, "to demolish certain objectives connected with ports in that area." Some of the men had not returned to their base. (See 14th February.)

It was officially stated in Rome that goods traffic had been suspended in the above-mentioned area which included the railway communications between Brindisi, Bari, Taranto, Foggia and Lecce.

In Eritrea the British advance from the North continued and our troops about Keren were reinforced. Our aircraft proceeded with their operations which included the bombing of the hangars and workshops at Mai Adaga.

In Abyssinia the R.A.F. bombed a large motor transport park at Dessie. The South African Air Force attacked Italian mechanical transport at El Sod (twenty miles North of Mega).

In Italian Somaliland South African aircraft made a heavy dive-bombing attack upon Geleb on the East bank of the Juba river.

The R.A.F. launched a heavy night attack upon the aerodrome at Brindisi (South Italy) doing extensive damage and destroying four enemy aircraft.

The aerodromes in Sicily, at Catania and Comiso, were also attacked with good results by the R.A.F. during the night.

The farthest operational flight of the war was made by aircraft of the R.A.F. which, starting from home bases, dropped leaflets at night in the Katowice and Cracow areas of Poland.

The R.A.F. made extensive night attacks upon industrial objectives in the western Ruhr. The port of Rotterdam and the docks at Calais and Boulogne were also attacked. In our day and night operations we lost five aircraft.

During the night enemy aircraft bombed a number of points in North and East England, in the London area, and in North-East Scotland. Some damage was done, but casualties were few. Three German bombers were destroyed.

The principal interest of the week centred in the manoeuvres of the chief enemy who seemed almost ready to open up a fresh theatre of hostilities in the Balkans. Although it was too early in the season to launch an offensive, the "peaceful" penetration of Bulgaria might well be the preliminary to a German move upon Salonika. Little resistance to German demands could be expected from Bulgaria; Yugoslavia had doubtless been subjected to the usual threats and cajolery at Berchtesgaden and her action was doubtful; Turkey continued to present a determined front; Russia made no sign. If the worst happened Greece would undoubtedly require much more assistance; but although Germany had sufficient divisions to spare for an adventure towards the Eastern Mediterranean it was difficult to see how she could muster the necessary strength in the air except at the expense of her preparations for the invasion of Britain. Meanwhile the increasing truculence of Japan—acting no doubt on German instigation—had been duly noted by our Far Eastern Command, Australia and the United States.

The bombardment of Genoa on the morning of the 9th effected considerable destruction, and was a forcible reminder to the Italian people that the Mediterranean Sea remained under British control; of further significance, perhaps, was the reference, in the Prime Minister's speech in the evening of the same day, to Genoa as a port upon which the Germans might base an expedition to seize Bizerta.

The operations carried out—in part, it would seem, successfully—by British parachute troops in southern Italy on the 10th February were probably designed to have more than a "nuisance value." The attempt to prevent the enemy's use of his southern ports for perhaps several days might well be part of a larger purpose.

In Albania a Greek thrust north-westward down the Viosa river between Klisura and Tepelini was developing towards Valona; this operation was receiving most valuable support from the R.A.F. which assured our Allies of the necessary air superiority.

The arrival of our forces at El Algeila brought them to the fringe of the desert stretching westward into Tripolitania. There was little news from Libya beyond reports of hostile air raids upon Benina and Benghazi in which German aircraft were believed to have taken part. In the battle between armoured forces South of Benghazi 103 field guns and 24 anti-aircraft guns had been captured from the Italians; the prisoners taken in the final stages of the campaign in Cyrenaica had not yet been enumerated.

Our inroads upon Italian East Africa had made steady progress. The advance into Eritrea from the North was bound to lighten the task of our troops before Keren; the enemy had lost his last foothold in the

Sudan and was withdrawing farther into Abyssinia ; in Italian Somaliland it was evident that the Juba river would prove no obstacle to our advance. As in Libya, the success of all our operations owed much to our undoubted mastery in the air.

There could be no doubt that Africa had been the subject of Mussolini's talk with General Franco ; but Spain could hardly be expected to risk anything in order to help Italy. Spanish interests were, however, affected by what might happen in French North Africa, although too much importance might be attached to the conversation between General Franco and Marshal Pétain. It seemed clear that the successful affair at Ghadames had been undertaken by French troops from Tunisia, a somewhat significant fact.

In the week ending 2nd-3rd February eleven British merchant ships (total tonnage 40,429) three Allied vessels (13,872 tons) and one neutral (2,962 tons) had been sunk by enemy action, a very unwelcome increase. In January the combined weekly losses had averaged 34,000 tons.

16th February.—Before daylight German guns on the French coast opened on the Dover area but did no damage.

During the day single enemy aircraft displayed some activity over Britain. Bombs were dropped at points in the London area and at places in eastern and south-eastern England and the Home Counties. Some damage was caused and a number of casualties were reported. One enemy bomber was shot down off the South Coast in the morning.

R.A.F. bombers attacked a number of objectives on the Dutch coast, including Hellevoetsluis, Zeebrugge, Middelburg and Den Helder. Shipping was also attacked.

In Albania Greek local operations continued to be successful. About 300 prisoners were captured. The R.A.F. made further heavy raids on the Buzi area (North of Klisura) causing much destruction in spite of unfavourable weather.

In Libya fighters of the Royal Australian Air Force intercepted German bombers near Benghazi and shot one down.

In Eritrea the R.A.F. carried out another destructive raid on Mai Adaga aerodrome and shot down an enemy aircraft near Gura.

The British Government announced that mines had been laid to cover part of the East coast of the Malayan peninsula near its southern extremity and a number of islets in the vicinity.

The R.A.F. made a night attack upon the aerodromes in the Dodecanese islands.

Towards nightfall an enemy aircraft dropped a bomb on a North-East Coast town, causing some damage and a few casualties. There were no air raids during the night.

17th February.—During the day enemy aircraft dropped a few bombs in East and South-East England and in the North of Scotland. Little damage and few casualties resulted. Two enemy aircraft were shot down.

The Greeks continued their successful operations in Albania, capturing 250 prisoners and much war material. An Italian bomber was brought down.

In Libya enemy aircraft raided Benghazi.

In Abyssinia the Italians abandoned Dangila (Gojjam province) which was occupied by Abyssinian partisans.

A joint statement was issued by the Turkish and Bulgarian Governments, reaffirming the friendship between the two countries and exchanging pledges of non-aggression.

The R.A.F. again delivered a night attack upon the aerodromes in the Dodecanese islands.

At night enemy aircraft attacked London and East Anglia. In London incendiary bombs were dropped but were dealt with quickly; some damage and casualties were caused in East Anglia.

18th February.—During the day bombs were dropped by single aircraft on East Anglia and on places in South and South-East England. A little damage and some casualties were caused.

H.M. trawler "Stella Rigel" shot down an enemy aircraft into the North Sea.

The loss was announced of H.M. minesweeper "Huntly."

The Admiralty announced that the Fleet Air Arm had sunk a German merchant vessel and an Italian supply ship in the Mediterranean and had damaged another Italian supply ship and an auxiliary warship.

The Greeks continued to make progress in Albania and reported the capture of 100 prisoners. The R.A.F. bombed Italian troops North-West of Tepelini.

In Libya enemy aircraft again bombed Benghazi. Fighters of the Royal Australian Air Force shot down three.

In Southern Abyssinia Mega capitulated to South African troops; prisoners, chiefly Europeans, amounting to over 600. Guns and many machine guns were taken.

Strong reinforcements from Australia were reported to have arrived at Singapore.

The U.S.A. closed to foreign ships and aircraft a number of American bases in the Pacific Ocean and the Caribbean Sea.

19th February.—During the day enemy aircraft dropped bombs in the North-East of Scotland, on the East Anglian coast and in Yorkshire and Lincolnshire. Some damage and a number of casualties resulted.

Shortly after dawn and in the afternoon German aircraft raided Benghazi (Libya). One of them was shot down by anti-aircraft fire and two were destroyed by Australian fighters.

In Abyssinia the capture of Enjabara (Gojjam) by Abyssinian forces, with many prisoners, was reported. The post of Piccolo Abbai, evacuated by the Italians, had been occupied.

The South African Air Force continued its intensive attacks upon enemy troops and positions in Italian Somaliland, East of the Juba river.

British G.H.Q. in the Far East announced that our air forces there had been strongly reinforced.

It was announced from Vichy that Marshal Pétain had appointed General Odic to command the united air forces of Tunisia, Algeria and Morocco.

At night the R.A.F. attacked the enemy naval base at Brest and the docks at Calais.

Night raids by enemy aircraft on Britain were chiefly concentrated upon **Swansea** where damage and casualties resulted. Fires caused by incendiary bombs were promptly put out. London, the Home Counties and a point in East Scotland were also attacked; damage and casualties were not heavy.

20th February.—During the morning enemy aircraft dropped bombs on three East Anglian towns. No casualties or damage were reported.

In the course of R.A.F. patrol activity over the French coast we lost two fighters. A single bomber attacked the docks at Ijmuiden (Holland) with success.

H.M. minesweeper "Bramble" shot down an enemy aircraft.

The Admiralty announced that H.M. submarine "Sealion" had sunk, off the Norwegian coast, a Norwegian ship "operating under German control."

The sinking of H.M. armed auxiliary vessel "Crispin" was announced by the Admiralty.

In Albania the Greeks made further progress, capturing 200 prisoners and much war material and destroying five enemy aircraft. The R.A.F. made heavy bombing raids on Berat and Tepelini and, in the course of encounters in the air, shot down at least seven Italian aircraft.

In Libya enemy aircraft raided Benghazi without much effect. The R.A.F. shot down one enemy machine and lost one fighter of which the pilot was saved.

In Eritrea the R.A.F. and South African Air Force, operating in support of the army, bombed Asmara aerodrome and destroyed seven aircraft on the ground at another aerodrome.

In Abyssinia the R.A.F. and South African Air Force attacked the Dessie area (motor transport and repair shops) and the barracks at Javello.

In Italian Somaliland our troops crossed the Juba river, repulsing enemy counter-attacks.

At night R.A.F. bombers carried out a particularly successful raid upon the aerodromes at Catania and Comiso (Sicily).

During the night the R.A.F. patrolled over certain aerodromes in northern France.

Enemy air raids upon Britain at night included **another attack upon Swansea** where considerable damage was caused and casualties were suffered; the fires started were quickly put out. Points in South-East England, in the Home Counties, and in the London area were bombed.

21st February.—There were no daylight raids on Britain. Our fighter patrols were active over the French coast.

Bad weather slowed down the Greek operations in Albania. In the evening Italian aircraft bombed Preveza and Nikopolis.

It was officially announced that in the engagement **South of Benghazi 107 Italian medium tanks had been destroyed.**

A communiqué from Brazzaville announced that the Free French Forces had had further successes in the Kufra oasis (Southern Libya).

In Eritrea the R.A.F., which continued to support our land operations, **made a heavy attack upon Massawa** where a number of enemy aircraft were damaged on the ground.

In Abyssinia the R.A.F. bombed the railway stations and barracks at Diredawa, also enemy aircraft and stores at the Chinele landing ground.

In Italian Somaliland our troops crossed the Juba at a fresh point farther to the North. Bombers of the South African Air Force attacked troop concentrations near the river; also motor transport in the Jelib area and West of Mogadishu.

At night the R.A.F. bombed Wilhelmshaven, industrial objectives in the western Ruhr and a number of aerodromes in France and Holland. Two of our aircraft were lost.

Swansea was again attacked by enemy aircraft during the night, causing fires, damage and a number of casualties. Bombs dropped in the London area did comparatively little harm. One German bomber was destroyed by anti-aircraft fire.

22nd February.—Enemy aircraft flew over East Kent by day and dropped bombs which caused little damage and few casualties. A town in South-West England was bombed and suffered some fatal casualties. An enemy bomber was shot down near the Bristol Channel and a fighter was destroyed near the South-East coast.

An aircraft of the Coastal Command was lost on patrol.

The registration, under the National Registration (Armed Forces) Acts, of the 1921 class was carried out, the number who registered exceeding 267,000.

The Admiralty announced that a large area of the Central Mediterranean (within the boundaries, "heel" of Italy-Benghazi-African coast to Tunisian frontier—West coast of Sardinia—South of Corsica to Italian coast North of Naples—thence round Italian coast) was "dangerous to shipping," i.e. mined.

In Albania the R.A.F. carried out successful bombing operations in the Tepelini area, and in the region of Preveza shot down three Italian aircraft.

In Italian Somaliland the South African Air Force made heavy bombing and machine-gun attacks from a low level on troop concentrations in the region South-West of Brava.

At night the R.A.F. attacked the enemy naval base at Brest.

Enemy aircraft dropped bombs on a coast town in North-East Scotland at dusk but did little damage. Later several places in eastern England were bombed with little effect.

German "infiltration" into Bulgaria continued, and by the end of the week it was evident that all was ready for the open occupation of the country by German forces. The agreement between Turkey and Bulgaria might have been intended to afford the latter some moral support but appeared to have come too late. A German advance to the southern frontier of Bulgaria was doubtless intended to force the Greeks to reduce their pressure upon the Italians in Albania; the possibility of an invasion of Greece, when the abatement of winter conditions permitted, would then have to be reckoned with. The arrival in the Middle East during the week of Mr. Eden, our Foreign Secretary, with General Sir John Dill, C.I.G.S., was significant.

In North Africa, as expected, came a lull in the land operations. Even if a further advance westward were contemplated, time was required to rest and refit our land forces. Meanwhile the raids carried out by German aircraft upon Benghazi caused little damage and proved costly to the enemy. Cyrenaica was becoming an administrative problem, for the conflicting interests and claims of the dispossessed Arabs and of the Italian colonists remained to be adjusted. The comparative slowness of our advance in Eritrea could be attributed to the difficulties of the country, but all operations in Italian East Africa were going well.

Japan, with a strong fleet cruising in the Gulf of Siam and bases established in Indo-China, seemed more and more inclined to make common cause with the Axis powers, and the precautions taken in the Far East by Great Britain and the United States were not only justified but imperative. For the present it was not anticipated that Japan would proceed to open hostilities; but the fact that we had been obliged to divert strong air forces to reinforce Malaya was all to the advantage of Germany.

During the week ending 9th-10th February nine British ships totalling 19,364 tons and four allied vessels (10,442 tons) were sunk by enemy action. The total 29,806 tons was less than the weekly average for January. Since the beginning of the War the Germans had lost by capture, scuttling to avoid capture, or sinking, 1,330,000 tons of shipping and the Italians 623,000 tons. To these totals must be added 60,000 tons of neutral shipping under enemy control. Eire's small merchant fleet had not escaped the fate of that of other neutrals; up to 20th February she had lost by enemy action 14,205 tons of shipping, representing nine ships sunk.

23rd February.—The Admiralty reported that H.M. trawler "Ormonde" had been sunk.

Successes of British submarines in Mediterranean waters were announced by the Admiralty. H.M.S. "Upholder" had sunk two large supply ships; H.M.S. "Rover" had sunk an oil tanker; H.M.S. "Regent" had sunk a supply ship; H.M.S. "Utmost" had sunk a large enemy supply ship which was proceeding in convoy; H.M.S. "Truant" had attacked a convoy with gun-fire and hit one supply ship and in another attack had sunk by torpedo the largest vessel in a convoy. Furthermore it was established that H.M.S. "Triton," whose loss was reported on 28th January, had previously sunk two supply ships.

In Albania the R.A.F. raided Dukaj.

In Eritrea the British column moving southward in the coasta region had been reinforced by Free French troops from French Equatorial Africa. After operations lasting two days the Italians at Cub Cub were dispersed with the loss of 400 prisoners and three guns.

In Abyssinia a combined force of our troops and Abyssinians had occupied Shogali on the Blue Nile, repulsing a counter-attack with heavy loss to the enemy. A raid by South African aircraft had destroyed many Italian machines on the ground at Makale and the South Africans also bombed motor transport, dumps and warehouses at Neghelli.

In Italian Somaliland **our troops** had **occupied Jumbo**, near the mouth of the Juba river, capturing prisoners and war material. South African bombers destroyed motor transport in the Brava area.

About midnight, in the Adriatic, the Greek submarine "Nereus" torpedoed and sank two Italian supply ships which were escorted by two destroyers.

At night the R.A.F. attacked the docks at Boulogne (for the seventy-fourth time) and those at Calais (for the sixty-first time). Brest was also bombed.

Enemy aircraft bombed a town on the North-East Coast during the night, and bombs fell at scattered points near the East Coast and in the London area. Little damage was done and there were few casualties.

24th February.—German guns on the French coast opposite Dover opened fire about 4.30 a.m. and were in action for over an hour. British guns replied.

During the day enemy aircraft dropped a few bombs in the North of Scotland. No damage or casualties were caused.

Bad weather impeded the Greek operations in Albania but two Italian tanks were destroyed in a successful local engagement. Four, possibly seven, Italian aircraft were shot down.

The R.A.F. bombed objectives in the areas of Tepelini and Dukaj.

In Eritrea our advance southward along the coast continued. South African aircraft bombed objectives round Nefasit (East of Asmara).

In Abyssinia our troops advancing on Gondar reached Amanit. The R.A.F. bombed Addis Ababa aerodrome, and transport on the Dessie-Alomata road.

On the Kenya-Abyssinia frontier Abyssinian irregulars had captured British and Italian Moyale which were taken over by South African troops.

In Italian Somaliland, following the capture of Margherita and Jelib, our advance eastward from the Juba river continued. West African troops captured Brava (on the coast 160 miles North-East of Kismayu).

Hitler made a speech in the Hofbrauhaus, Munich, on the twenty-first anniversary of the foundation of the Nazi party.

At night the R.A.F. made a heavy attack upon the docks at Brest where a German cruiser of the "Hipper" class was known to be lying.

Bombs were dropped by enemy aircraft during the night at scattered points in East Anglia. Damage and casualties were small.

25th February.—German guns on the French coast fired across the Straits of Dover at intervals beginning shortly before 9 a.m. No damage or casualties were reported.

The R.A.F. carried out an offensive sweep over the Channel in the afternoon, in the course of which shipping off the French coast was attacked. Three enemy aircraft were destroyed; we lost one fighter.

The R.A.F. also bombed the submarine assembly and repair depot at Flushing. One of our bombers was lost.

Enemy aircraft were in action over Malta. Two, probably three, were shot down.

In Albania the R.A.F. in spite of very bad weather successfully attacked troops, transport and buildings on the Tepelini-Klisura road.

British forces occupied the small island of Castelorizo (East of the Dodecanese and two to three miles from the coast of Asia Minor) which had been used by the enemy as a sea-plane base.

In Italian Somaliland **East and West African troops occupied Mogadishu** in the evening.

After darkness fell **German motor torpedo boats** which attacked a convoy in the North Sea **sank H.M. destroyer "Exmoor,"** one of the escort vessels. None of the merchant ships suffered damage.

At night the R.A.F. attacked industrial targets in the Ruhr and aerodromes in occupied France. The ports of Boulogne, Dunkirk and Calais were bombed.

Enemy aircraft dropped bombs during the night at points in East Anglia and elsewhere. Little damage was done and few casualties were caused. One German bomber was destroyed by our night patrols.

26th February.—In the afternoon enemy aircraft dropped bombs in East Anglia and also in Kent, where some damage and casualties were reported.

The R.A.F. carried out an offensive sweep over the Channel and northern France, bombing the docks at Calais. One aircraft (a fighter) was lost during these operations; two others were lost in the course of the day's patrols.

An air raid on Malta, which did slight damage to one of our aerodromes, resulted in the destruction of seven enemy aircraft (five of them by anti-aircraft fire) and serious damage to six more. We lost three fighters.

In Albania the R.A.F. made successful raids upon the villages of Luzali and Fieri, also attacking a convoy of cargo boats and a gunboat about two miles off Valona.

In Eritrea, where our southward advance along the coast continued, the R.A.F. attacked targets in the Keren, Assab and Massawa areas.

In Abyssinia the native forces, assisted by British troops, pushed farther into Gojjam and extended their hold on the country farther South. The R.A.F. bombed the railway bridge at Awash near Addis Ababa.

In Italian Somaliland the South African Air Force bombed objectives at Mandera (at the eastern peak of the Kenya frontier) and at Lugh Ferrandi and Ischia Baidoa (on the Mogadishu-Neghelli road).

Mr. Anthony Eden, British Foreign Secretary, and **General Sir John Dill, C.I.G.S.**, arrived in Ankara and began to confer with the Turkish Ministers and the Turkish General Staff.

It was announced in the House of Commons that Spain had agreed to leave unfortified the Tangier zone and to safeguard the interests of British subjects.

At night the **R.A.F. carried out a heavy and successful raid upon Cologne**. German occupied ports, notably Boulogne and Flushing, were also attacked. Three of our aircraft were lost.

Enemy raids on Britain during the night were chiefly upon southern England. Damage and casualties, which were not heavy, occurred at a point in the London area and in a South Wales town where one enemy bomber was shot down by anti-aircraft fire.

27th February.—During the day enemy aircraft dropped bombs at a number of points in England, damage being caused and casualties suffered in Lincolnshire, East Anglia and the West Country.

In Albania the **R.A.F. carried out a heavy attack upon Valona** and in an engagement with Italian aircraft shot down seven. Two more of the enemy were destroyed by collision in the air and two others fell to Greek anti-aircraft guns.

In Libya advanced elements of our mechanized forces encountered West of Agheila a reconnaissance unit of armoured fighting vehicles (believed to be German) and drove it back.

The British column advancing southward in Eritrea continued to make progress. **R.A.F. and South African aircraft attacked Italian positions South of Keren, Zula aerodrome, and the railway between Keren and Asmara.**

In Abyssinia the **R.A.F. and South African Air Force attacked Dessie** and also road transport in the Javello and Neghelli regions.

The South African Air Force operations in Italian Somaliland included attacks upon barracks at Bur Acaba, warehouses at Ischia Baidoa and road transport beyond Bula Burti (North of Mogadishu).

28th February.—No air raids were carried out on Britain during the day except for a few bombs dropped in the Dover area which caused little damage and no casualties.

R.A.F. fighters on patrol over southern Albania engaged a much larger formation of Italian aircraft, shooting down 27 and damaging nine others without loss to themselves. In support of the Greek land operations, a village near Tepelini was bombed.

A joint Admiralty and War Office communique stated that our forces which landed on the island of Castelorizo on the 25th February (q.v.) had accomplished their object and had been withdrawn.

In Libya a German bomber was shot down by our fighters near Benghazi.

In Eritrea our northern column obtained contact with the Italian forces covering Keren on the North. Our aircraft attacked the enemy positions at Keren, the Keren-Asmara road, Asmara and Assab. One enemy aircraft was shot down over Cub Cub.

In Abyssinia the R.A.F. and South African Air Force attacked objectives at Alomata and Neghelli.

Following the occupation of Bardera, in Italian Somaliland, the clearing of the surrounding country by our troops brought the total of prisoners to over 9,000. Much war material had been found in Mogadishu and elsewhere.

It was officially announced in Singapore that the eastern approaches to the harbour would be closed to shipping by mines from 3rd March. An order forbade the movement of small craft in territorial waters between sunset and sunrise.

The Vichy Government was reported to have accepted the Japanese proposals for a settlement between Indo-China and Thailand.

In the evening the R.A.F. attacked Quiberon, in Brittany, and objectives on the Dutch coast.

At night our air offensive had Wilhelmshaven as its principal objective, but Emden and several aerodromes in North-West Germany and Holland were also raided. One of our aircraft was lost.

1st March.—Three enemy fighters were destroyed in the course of an offensive sweep carried out by the R.A.F. over northern France in the course of the afternoon. Later an enemy bomber was shot down into the Channel.

In Albania the R.A.F. bombed Valona and Berat ; one of our fighters shot down three Italian aircraft.

Enemy air raids were made upon Preveza and the districts of Florina and Bourg.

Free French forces from Chad accepted the surrender of the garrison of Kufra (southern Libya) capturing 1,000 prisoners and much war material.

In Eritrea our northern forces captured a pass covering the approach to Keren.

In Abyssinia the advance upon Gondar made progress. The Italian garrison at Burye attempted a sortie but was repulsed with considerable loss by the Abyssinians. South African aircraft bombed enemy positions North of Javello.

In Italian Somaliland British operations in the direction of the South-East frontier of Abyssinia resulted in the **capture of 1,000 prisoners.**

The Bulgarian Prime Minister signed the Three-Power Pact in Vienna, and the **occupation of Bulgaria by German troops began.**

At night the R.A.F. carried out a **very heavy attack upon Cologne docks** ; railways and oil installations in the Ruhr, and Rotterdam and Boulogne were bombed also. One enemy fighter was shot down over Germany.

Enemy aircraft were active over a great part of England during the night. Some houses were hit in an East Coast town, but nowhere was much damage done and the number of casualties was very small.

Bulgaria's signature to the Axis Three-Power Pact and the open occupation of the country by German forces came as no surprise. It now seemed only a question of time before Germany used Bulgaria as a base of operations against Greece and the Aegean coast ; but it might well be that such action would wait upon more favourable weather and be preceded by pressure upon Yugo-Slavia, whose position, strategically, was now worse than before. Germany was not yet at war with Greece, but could hardly hope to intimidate her. The visit of our Foreign Secretary and Chief of the Imperial General Staff to Ankara ensured that we were prepared for any eventuality.

In these circumstances the good progress made by our forces in Italian East Africa was a matter for congratulation, especially as regards the collapse of the enemy resistance in Italian Somaliland where the rains threatened to set in early. Our air supremacy—it was reckoned that up to the third week in February over 1,300 enemy aircraft had been destroyed in Africa, our losses amounting to 110—continued to be a marked feature of the operations. There was good prospect that a considerable portion of our forces—particularly air forces—engaged on the East African fronts might soon be free for employment elsewhere.

Unfortunately, the weather conditions in Albania had so far prevented the Greeks from reaping the full reward of their efforts. They had, however, met and defeated very considerable Italian reinforcements, and the enemy losses up to the end of the third week of February were estimated at 130,000. The signs of more direct German help to the junior partner consisted in the arrival of some German troops in Libya and the presence of German air forces and the Gestapo in Italy, where the appearance of German naval personnel, also, had been reported.

It would have been too much to expect Vichy to hold out against Germany's Japanese partner in the matter of Indo-China which, too weak to do otherwise, was bound to make considerable territorial concessions to Thailand. Japan's prestige and influence were considerably increased thereby. Whether she would play a still more sinister part in the Axis combination remained to be seen.

An intensive U-boat offensive and concentrated air attacks upon our cities seemed likely to precede any attempt at invasion. It appeared probable that one phase of these operations might be made to synchronize with the German threat towards the eastern Mediterranean and even with some overt action upon the part of Japan. On our part, only the weather was retarding the full development of the air offensive against Germany herself.

During the week ending 16th-17th February fifteen British merchant ships (total tonnage 54,443) were lost by enemy action. Seven ships were sunk by a German raider in an attack on a convoy of nineteen vessels off the Azores on the 12th February.

2nd March.—Enemy aircraft dropped bombs during the day at a place in the North of Scotland and in East Anglia. Little damage was caused and no casualties were reported. An enemy bomber was shot down off the East Coast by one of our fighters.

The R.A.F. attacked enemy aerodromes at Borkum and Haamstede and the port of Harlingen in the afternoon. A convoy

of enemy supply ships in the North Sea was attacked and one vessel of about 2,000 tons was torpedoed amidships. The enemy seaplane base at List and enemy shipping off the Dutch islands were bombed.

The R.A.F. bombed with success the Italian aerodrome at Berat. Italian bombers again raided Larissa.

Mr. Anthony Eden and General Sir John Dill, C.I.G.S., arrived in Athens from Turkey and began conversations with the Greek Government and General Staff.

The German High Command announced that the military occupation of Bulgaria "in agreement with the Royal Bulgarian Government" had begun as a security measure "against British designs in South-East Europe."

Bulgaria's adherence to the Three-Power Pact was ratified by the Bulgarian Parliament.

In Eritrea the R.A.F. bombed the enemy positions in and around Keren whilst fighters of the South African Air Force continued to harass enemy troops, transport and gun positions with machine-gun fire.

In Abyssinia our aircraft bombed with success military objectives at Burye. South African aircraft bombed enemy positions near Cabata (Sudan-Abyssinian border).

In Italian Somaliland our troops occupied Villaggio Duca Degli Abruzzi (80 miles North of Mogadishu).

At night the R.A.F. bombed the naval base at Brest, concentrating upon the dock which contained a cruiser of the "Hipper" class. Other aircraft attacked enemy aerodromes in occupied territory. Two aircraft of the Bomber Command were lost in the course of our day and night operations.

Bombs dropped by enemy aircraft in South-West, East and South England and in East Anglia during the night did little harm and no serious casualties were reported.

3rd March.—There was slight enemy aircraft activity over Britain by day and a few casualties were caused by bombs dropped on a town in Kent. One enemy fighter was shot down near the Kent coast; we lost one fighter.

The Admiralty announced that H.M. trawler "Ouse" had been sunk.

Over Corfu the R.A.F. shot down five enemy aircraft in two encounters. Motor transport in the Tepelini area (Albania) was attacked by our bombers.

In Eritrea South African aircraft attacked the landing ground at Asmara and motor transport near Mantel (5 miles South-East of Keren).

In Abyssinia the R.A.F. made successful attacks upon the Italian positions at Burye.

In Italian Somaliland British forces occupied Iscia Baidoa and Bullo Burti. Much material had been captured and prisoners now amounted to about 10,000.

A Russian official broadcast stated that the action of Bulgaria in agreeing to the entry of German troops would lead to the extension of the zone of war; consequently the Soviet Government could not support Bulgaria in her present policy.

At night enemy aircraft bombed, ineffectually, the Suez Canal zone.

The R.A.F. again made a night attack upon the Cologne industrial centre, good results being achieved in spite of unfavourable weather. Other objectives in the Ruhr were bombed, likewise the ports of Boulogne, Calais, and Ostend and aerodromes in enemy-occupied territory. One enemy aircraft was shot down over Germany; one of our fighters was lost.

Cardiff was the principal objective of enemy air raids at night, but bombs were dropped elsewhere, notably along the North-East coast and in South-East Scotland. Damage and casualties were not heavy. At Cardiff one enemy aircraft was shot down by fire from the ground.

4th March.—A raid was successfully carried out upon the Lofoten Islands (on the seaward side of West Fjord leading to Narvik). Nine German merchant vessels, one Norwegian ship under German control and one German armed trawler (total tonnage 18,000) were sunk by our naval forces; British troops and Norwegian marines who were landed demolished the fish-oil production plants, and brought off 215 German prisoners, 10 "Quislings" and over 300 Norwegian patriots. The opportunity was taken to leave food and comforts for the Norwegian population. One German officer and six naval ratings were killed. We suffered no loss.

One of our aircraft machine-gunned twelve enemy aeroplanes on the ground at Guipavas (near Brest) after shooting down a German fighter.

R.A.F. bombers attacked Italian warships off Chimara (Albania), the fighter escort engaging a large formation of enemy fighters. Nine of these were shot down and others were damaged. Italian warships off Valona were bombed later.

In the Gojjam province of Abyssinia, Abyssinian forces occupied Burye which had been evacuated by the Italians. The latter were harassed during their retreat towards Debra Marcos. In this area **1,500 Italian irregulars and 200 colonial troops had deserted to the Abyssinians**, bringing their weapons with them.

The occupied territories in Ethiopia and Somaliland were by proclamation placed under the military jurisdiction of Lieut.-General A. G. Cunningham, G.O.C.-in-C. East Africa.

At night enemy aircraft again attacked the Cardiff area but the fires caused were soon extinguished. Bombs were also dropped in other parts of the country—mainly on the South Coast and near the Thames Estuary—but damage and casualties were small. Four enemy bombers were destroyed by fire from the ground.

5th March.—In the afternoon R.A.F. bombers with fighter escort attacked the docks at Boulogne. Other squadrons of our fighters made an offensive sweep over the Channel and Northern France. One enemy fighter was destroyed and others were seriously damaged; we lost three fighters.

Whilst on patrol in the Atlantic a flying boat was engaged by two enemy bombers; it shot down one and severely damaged the other.

Over one hundred German aircraft attempted a raid on Malta but seven were shot down by our fighters and nine by fire from the ground. Others were badly damaged. Some buildings were hit by bombs.

In Albania the Greeks had a successful local encounter in the central sector.

In Libya, west of Agheila, detachments of enemy armoured vehicles were driven off by our forward mechanized forces.

In Italian Somaliland our troops occupied Ferfer and continued their advance into Abyssinia.

Great Britain broke off diplomatic relations with Bulgaria, who became subject to our measures of economic warfare.

After darkness fell a few bombs were dropped on the South Coast of England by enemy aircraft. No damage or casualty was reported.

6th March.—During the day enemy aircraft dropped bombs at several places in East Anglia, in Kent, and at one point in the London area. Some damage was done, but the number of casualties was small. In the afternoon our fighters shot down an enemy bomber into the Channel.

The Italian submarine "Anfitrite" attempted to attack a British convoy in the Aegean Sea but was immediately sunk by our escort craft.

In Albania the R.A.F. bombed enemy artillery positions at Luzati.

R.A.F. operations in support of the Army in Eritrea on this and the previous day consisted of heavy attacks upon military objectives in the Keren area, the destruction of a flying boat at Zula, and the bombing of a supply depot at Asmara.

In Abyssinia our advance towards Gondar reached a point East of Amanit. At Burye the Abyssinian forces had captured 300 prisoners and four guns.

From Italian Somaliland our advance towards Harar along the Mogadishu-Jijiga road continued.

A joint communiqué issued by Japan, France and Thailand stated that agreement had been reached on the principal points at issue. The armistice between Indo-China and Thailand had been extended indefinitely.

A town in the West of England was bombed about dusk, some damage and a few casualties resulting. Bombs dropped elsewhere did little harm.

7th March.—Enemy aircraft dropped bombs at a point in North-East Scotland, in the Midlands and along the East Coast during the day. The damage was nowhere serious and casualties were few.

In the afternoon the R.A.F. sank an enemy supply ship off the Dutch coast, bombed the harbour at Den Helder, and attacked the aerodrome at Ockenburg.

A German bomber which attacked one of our convoys in the North Sea was shot down by H.M.S. "Guillemot."

The loss was announced of H.M. destroyer "Dainty."

Enemy aircraft raided Malta; several were hit by fire from the ground and little damage was done to R.A.F. property. One of our aircraft returning from reconnaissance was shot down.

In Albania the Greeks achieved a notable success on the central sector of the front where **over 1,000 prisoners were captured, together with much war material.** The R.A.F. attacked Italian troops near Beshisht and Dragotu, in the Tepelini area.

In Eritrea the R.A.F. made heavy attacks upon enemy positions and communications in the Keren area.

At night the R.A.F. bombed the harbour and the railway at Tripoli, also attacking enemy aerodromes in Tripolitania.

8th March.—There was some activity by enemy aircraft over the East coasts of England and Scotland by day. Bombs dropped in an East Anglian town caused some damage and a few casualties.

H.M. trawler "Nadine" engaged "and almost certainly destroyed" an enemy aircraft.

The loss was announced of H.M. trawlers "Remillo" and "Cobbers."

Greek forces continued their successful operations in Albania, more than 1,000 prisoners being taken on this day. The R.A.F., acting in support of the attacks, bombed Italian troops and transport in Tepelini and on the Glave-Buzi road. At night the R.A.F. carried out a successful attack upon Durazzo.

In Eritrea R.A.F. bombers attacked enemy troops in the Keren area and did considerable damage on the Keren-Asmara road. South African fighters machine-gunned and burnt out two oil dumps South of Asmara.

In Abyssinia the pursuit of the Italians retreating from Burye continued to be pressed by the Abyssinian forces. Advancing from Italian Somaliland our troops occupied Gabri-Darri on the main Mogadishu-Harar road. Dolo, on the frontier, was in our hands. The South African Air Force attacked Harar and bombed objectives farther North. **During the three weeks' campaign in Italian Somaliland the enemy's casualties were computed to be some 21,000.**

R.A.F. bombers made another attack upon the harbour at Tripoli after darkness fell, and also raided the enemy aerodromes in Tripolitania.

At night enemy aircraft made sharp attacks upon the London area, damage and casualties being heavier than in recent attacks. Bombs were dropped, without much effect, in South and South-East England and in the Eastern Counties.

The development of our daylight operations over the Channel coast and the enemy-occupied territories continued. Also, some details were revealed of the success of the persistent mine-laying activities of our aircraft, notably in the Kiel canal where much dislocation and interruption of traffic had been caused.

Introducing the "token" Estimates on the 5th March the First Lord of the Admiralty gave a heartening account of the work of the Royal Navy. He made no attempt to minimise the gravity of our merchant shipping losses, but pointed out that the heavy reinforcements sent to the Middle East had been shepherded to their destination without the sinking of a single ship. We had replaced more than two-thirds of our lost merchant tonnage by new construction, by charter from abroad, and by capture: the naval contributions made by the rest of the Empire and by Free France, Poland, Holland and Norway were most valuable; American-built aircraft had strengthened the Fleet Air Arm; our own programme of naval construction was one of the most gratifying features of the national effort. Incidentally, the co-operation of the Navy off the coast of Italian Somaliland with the South African Air Force had been an important factor in the success of the campaign in that theatre; and the capture of Kismayu had resulted in the infliction of considerable loss upon Italian and German shipping.

All continued to go well in East Africa; the appointment of General Cunningham (see 4th March) marked another stage in the disintegration of the Italian Empire. Most notable was the collapse of enemy resistance in Somaliland and the advance of our forces—mainly South African—into Abyssinia. By the end of the week they were nearly 150 miles inside the frontier.

German troops continued to enter Bulgaria on their way to take up positions on the Greek frontier, and German pressure on Yugo-Slavia marked the next step in the enemy's Balkan plan. The distribution of Germany's air forces became a question of paramount importance to us; if she still regarded the West as the decisive theatre it seemed unlikely that she could provide sufficient air forces for operations in Africa and the Balkans, to say nothing of those based on Italy.

The Secretary of State for War introduced the Army Estimates on 6th March when he revealed that the Italian losses in Libya were estimated at 150,000. Our casualties for the period 30th November, 1940–11th February, 1941, amounted to 1,774 and these included "all other operations in the Middle Eastern theatre including East Africa." The Army at home had been used freely to assist the civil authorities in areas damaged by air raids, notably at Coventry in November, 1940.

Contradictory reports concerning the settlement between Indo-China and Thailand showed how reluctant were the French to make all the concessions desired by Japan. The tone of Japan had moderated; probably she did not want to embark upon a major war in the Far East before coming to a more definite understanding with Russia. What part Germany had designed for her in the Axis plan had yet to be revealed.

A new measure, calculated to increase the efficiency and output of our armament industry, was announced by the President of the Board of Trade in the House of Commons on 4th March. Briefly, in order to economize labour, accommodation and equipment, the manufacture of essential commodities for civilian needs was to be concentrated in a reduced number of factories, thus releasing material, machines and hands for vital war industries.

During the week ending 23rd February nineteen British ships (total tonnage approximately 84,834) and one Allied ship (7,034 tons) were sunk by enemy action.

9th March.—Shortly after dawn enemy aircraft dropped bombs at a few points in South-East England, but no serious casualties and little damage resulted. In the afternoon single aircraft bombed some places in the eastern counties where a few people were killed.

The Admiralty announced that the "Ramb I," an Italian commerce raider—a fast merchant ship of 3,667 tons armed with four 4.7-inch guns—had been caught and sunk in the Indian Ocean by H.M. cruiser "Leander" of the New Zealand Squadron.

An enemy aircraft crashed at Gozo during a small raid upon Malta.

In Albania, the Greeks captured fresh positions and more prisoners in the central sector, repulsing strong counter-attacks which caused the enemy heavy losses. The R.A.F. bombed the village of Dukaj and gun-positions in the Glave-Buzi area. In an air encounter six Italian fighters and one bomber were shot

down, other enemy aircraft being severely damaged. We lost one fighter, but the pilot escaped.

In Eritrea enemy positions at Keren were bombed and machine-gunned by the R.A.F.

In Abyssinia bombers of the R.A.F. attacked the aerodrome of Diredawa and made a direct hit on a train. The station at Addagalla was bombed. Other of our aircraft bombed a village near Debra Marcos.

At night enemy aircraft bombed London and the Home Counties and some places on the South Coast; some damage and casualties resulted. Bombs were also dropped, without much effect, elsewhere in England and in the North-East of Scotland.

10th March.—Enemy aircraft dropped a few bombs on a town near the South Coast and elsewhere during the day. Little damage was reported and no serious injuries.

In the afternoon the R.A.F. made three offensive sweeps over the Channel and enemy-occupied France. There was no opposition by enemy aircraft but considerable anti-aircraft fire was encountered. One of our fighters was lost.

The Admiralty announced that **an Italian cruiser**, of the "Condottieri A" class, **had been torpedoed "and almost certainly sunk"** by one of our submarines. The cruiser was accompanied by two destroyers which were afterwards seen to be circling round, obviously picking up survivors.

In Albania, the Greeks repulsed Italian counter-attacks, taking 450 prisoners. The R.A.F. attacked motor transport and camps on the Glave-Buzi road.

In Abyssinia our forces captured the Afodu escarpment and advanced towards Asosa where two bombers were destroyed on the ground by our aircraft. Farther east the Abyssinians had captured Dambacha and were pursuing the enemy towards Debra Marcos. The advance from Italian Somaliland reached Daghabur, which was occupied. A brigade commander and a resident commissioner, with their staffs, had been captured.

Admiral Darlan was reported to have announced in Vichy that if French foodships continued to be intercepted by the British he would provide escorts of French warships.

A heavy night raid upon the island of Rhodes was carried out by the R.A.F., destruction being caused at the aerodrome near Calato and those at Maritza and Catavia.

At night, the R.A.F. attacked the harbour and shipping at Tripoli and an enemy aerodrome in Tripolitania, where five aircraft were destroyed on the ground.

A night raid on Malta resulted in one enemy aircraft being shot down by our fighters. Another of the raiders was destroyed by anti-aircraft fire.

Taking advantage of an improvement in the weather the R.A.F. made a night attack upon Cologne. German naval bases, including Cherbourg and Brest, in occupied territories were bombed, particularly good results being observed at Boulogne. We lost two aircraft, one a fighter on patrol over the aerodromes of northern France.

H.M. destroyer "Holderness" shot down a night-raiding enemy bomber.

Enemy aircraft made a long raid upon Portsmouth during the night causing considerable damage and a number of casualties. Bombs dropped elsewhere did little harm. Our fighters and ground defences shot down seven of the enemy.

11th March.—One enemy aircraft was shot down by our fighters off the South Coast in the afternoon. One enemy seaplane was destroyed off the Danish coast, and another was destroyed about dusk off the East coast of Scotland, both by the R.A.F. In a daylight attack the R.A.F. bombed the oil storage plant at Rotterdam and a factory near Utrecht.

The Commander-in-Chief Mediterranean reported that one of our submarines had sunk a heavily-laden Italian transport of the "Sicilia" class (9,646 tons).

In Albania the Greeks repulsed a succession of heavy Italian counter-attacks on the central and coastal sectors. The R.A.F. assisted by attacking troops and transport on the Glave-Buzi road; in an air encounter seven Italian fighters were shot down and others severely damaged.

In Libya four unidentified aircraft were shot down by anti-aircraft fire in the Agheila area.

In Eritrea South African aircraft carried out heavy attacks in the Keren-Asmara area, damaging goods traffic on the railway. The R.A.F. bombed objectives at Assab.

In Abyssinia South African aircraft attacked motor transport on the Jijiga-Harar road and bombed the aerodrome at Jijiga.

The U.S.A. "Lease and Lend Bill" was passed by the House of Representatives and signed by President Roosevelt.

The representatives of Indo-China and Thailand in Tokyo initialled the peace terms drawn up by Japan.

At night the R.A.F. made another attack upon the principal aerodromes in the island of Rhodes.

The R.A.F. night offensive was chiefly concentrated upon Kiel. The docks at Bremerhaven and two aerodromes in South-West Germany were also bombed. In the course of an offensive night patrol our fighters destroyed one enemy aircraft on an aerodrome in northern France.

Widespread night raids by enemy aircraft were most severe in the Midlands and North-West England. Some damage was done but casualties were few. One of the enemy was shot down by anti-aircraft fire.

12th March.—A few bombs dropped in East Kent during the day caused no casualties and little damage. Late in the afternoon there were brief encounters in the air over the Straits of Dover; one enemy aircraft was destroyed and one of our fighters was lost.

The R.A.F. torpedoed a German destroyer off Jutland; attacked a large supply ship in IJmuiden harbour and also vessels at Ostend; and bombed an aerodrome in Norway.

In Albania the Greeks repulsed with heavy loss fresh Italian counter-attacks. The R.A.F., supporting the land operations, again bombed enemy troops and transport on the Glave-Buzi road. At night our aircraft bombed Valona and the island of Saseno.

A Greek hospital ship, plainly marked as such, was attacked by an Italian seaplane off Levkas.

In Abyssinia our forces were announced to have occupied Javello and to be following up the enemy in co-operation with the column from Dolo.

Contingents of Australian and New Zealand troops were announced to have arrived in the Middle East from Britain.

President Roosevelt sent to Congress a request for the appropriation of \$7,000,000,000 to implement the "Lease and Lend" Bill.

A heavy and successful night raid was made by the R.A.F. on the port of Tripoli.

At night the R.A.F. again attacked the aerodromes in the island of Rhodes.

An extensive and powerful night attack was successfully carried out by the R.A.F. against Germany. Berlin, Bremen and Hamburg were heavily bombed; other objectives included Boulogne, Schipol aerodrome, and other points in North-West Germany and the Low Countries. One enemy fighter was destroyed. During our day and night operations we lost, in all, five aircraft.

Enemy aircraft attempted a bigger night raid than they had attempted for months, Merseyside being attacked in force. Damage and casualties were considerable. Isolated attacks occurred in other parts of the country. Nine German bombers were shot down, five by our fighters and four by fire from the ground; a number of others were severely damaged.

13th March.—Enemy aircraft which crossed the South-East Coast about dawn were intercepted by our fighters and two were shot down. Bombs were dropped but caused little damage. In the afternoon bombs were dropped at a point in the North of Scotland, but no casualties were caused.

The R.A.F. coastal operations during the day included an attack upon the aerodrome at Calais. An enemy fighter was destroyed by our patrols which shot down a bomber into the sea off the South Coast. About noon a direct hit was obtained on the stern of a German supply ship off the Norwegian coast, and other ships were machine-gunned.

The Admiralty announced the loss of H.M. auxiliary vessel "Manistee."

In Albania the Greeks repulsed fresh counter-attacks, and shot down two Italian aircraft. During an offensive patrol over the Tepelini-Klisura area R.A.F. fighters encountered a much larger Italian formation and shot down 15 aircraft without loss to themselves. Others of the enemy were badly damaged.

The Greeks announced that the destroyer "Psara," whilst escorting a convoy in the Ægean, had sunk an enemy submarine which attempted to attack.

In Abyssinia our troops occupied Asosa. South African fighters shot down three enemy aircraft near Daghabur.

The Admiralty announced that the smaller Strait of Bab el Mandeb had been mined.

At night the R.A.F. launched a very heavy attack upon Hamburg. Other places near the mouth of the Elbe ; Bremen and Emden ; oil storage plants at Rotterdam ; and two aerodromes in Holland were also objectives of the offensive. An enemy supply ship was torpedoed and sunk off the Frisian islands. In the whole of our day and night operations we lost six aircraft.

Widespread attacks were made upon Britain by enemy aircraft during the night. Clydeside and Merseyside were the chief objectives, and a town in North-East England suffered. Eleven of the raiders fell to our fighters ; one was shot down by anti-aircraft fire, and another was destroyed " by other means."

14th March.—No air raids were made upon Britain during the day ; a German bomber was shot down into the sea by our fighters off the Welsh coast.

In Albania the Italians renewed their counter-attacks, again suffering heavy loss to no purpose. The R.A.F. engaged a large enemy formation over the Klisura area and destroyed eight aircraft, severely damaging others. Two of our fighters were lost but the pilots were saved.

The R.A.F. and South African Air Force delivered heavy attacks upon the enemy in the Keren-Asmara area of Eritrea.

The Admiralty announced that Admiral Sir Percy Noble had recently taken up the appointment of Commander-in-Chief Western Approaches.

The R.A.F. bombed the aerodrome at Diredawa (Abyssinia) at night.

At night the R.A.F. attacked the Ruhr with success, although weather conditions were indifferent : Gelsenkirchen and the industrial districts of Düsseldorf were bombed effectively. The oil tanks at Rotterdam were bombed and attacks were made upon shipping, aerodromes and docks at a number of points on the enemy-occupied coast from Norway to Brest. Offensive patrols were maintained over several enemy aerodromes ; one aircraft was set on fire and others damaged, whilst ground defences, searchlights and buildings were swept by machine-gun fire. One of our aircraft was lost.

Enemy air attacks on an extensive scale were made upon Britain during the night, Clydeside again forming

the principal objective. Hull also suffered a sharp attack. Considerable damage was done and casualties were caused. Five of the enemy were shot down.

15th March.—In Albania Italian counter-attacks diminished in violence and were all repulsed. The R.A.F. bombed the enemy aerodromes at Berat and Valona, destroying a number of Italian machines on the ground.

In Eritrea our air attacks in the Keren-Asmara region continued upon an intensive scale.

It was reported that Belgian troops had participated in the Abyssinian operations leading up to the occupation of Asosa. At Dire-dawa fighters of the South African Air Force destroyed ten Italian aircraft, and damaged eight more.

The appointment was announced of Rear-Admiral A. L. St. G. Lyster to be a Lord Commissioner of the Admiralty and Chief of the Naval Air Service in succession to Vice-Admiral Sir Guy C. C. Royle, appointed first naval member of the Australian Commonwealth Naval Board.

President Roosevelt broadcast a speech in which he described the passing of the "Lease and Lend" Bill as "the end of the compromise with tyranny." Britain and her Allies, China and Greece would get all the material aid that could be given them by the U.S.A.

At night the R.A.F. carried out a heavy attack upon the aerodromes of Castel Benito and Makina in Tripolitania. Much destruction was caused among aircraft on the ground and an ammunition dump at Castel Benito was blown up.

The Fleet Air Arm carried out successful night attacks upon the Albanian ports of Valona and Durazzo.

Widespread fog restricted the night offensive of the R.A.F. against Germany, but attacks were repeated upon the Düsseldorf industrial area, and the submarine base at Lorient was bombed.

Enemy air raids at night were made upon the London area where damage and casualties were caused. Bombs also fell in South and South-East England, the Home Counties, the East Midlands, and elsewhere.

During the week the R.A.F. offensive against Germany assumed a larger and more significant aspect. New and more powerful bombers were in action and our operations, so far as indifferent weather conditions allowed, were conducted on a more extensive scale. Night raids on

Britain were likewise intensified, but our defences took a much greater toll of the enemy than ever before; particularly gratifying was the success of our night fighters when the moon gave the necessary visibility.

In Albania the Italians had spent the whole week in desperate and futile counter-attacks, their losses on the ground being matched by those suffered in the air. Mussolini was reported to have visited the front, and it seemed that a supreme effort had been made to restore the situation in Albania before Germany's active intervention in the Balkan theatre began. General Cavallero, the Italian Commander-in-Chief, was said to have been replaced.

Yugo-Slavia had not as yet submitted to German demands and, indeed, appeared to be displaying a more independent spirit. The weather in the Balkans was bad, and during the enforced delay Germany might well be endeavouring to secure a line of advance through Yugo-Slavia by way of the Vardar valley to the Greek frontier. Mr. Eden, Secretary of State for Foreign Affairs, and General Sir John Dill, C.I.G.S., had remained in Cairo for further consultations in which the Foreign Minister of Iraq figured.

Admiral Darlan's announcement (see 10th March) was calculated to please Germany by threatening an open quarrel between Great Britain and the Vichy Government, and appeared to be the result of German pressure. Obviously Vichy could expect no "understanding" with Great Britain whilst openly professing her "collaboration" with the enemy. There was also evidence of the continued infiltration of German agents and technicians into French North Africa, obviously with the connivance of the Vichy Government.

Air Force "token" estimates were introduced to the House of Commons on the 11th March, when Sir A. Sinclair revealed that in the last ten months we had destroyed 4,250 German and 1,100 Italian aircraft for the loss of fewer than 1,800 of our own: our bombers had made 260 raids on aerodromes and seaplane bases, 300 on docks and shipping, 470 on railways and communications, and 630 on industrial targets—all these in Germany: the Empire air training scheme had more than fulfilled expectations: in 5½ weeks the new Air Training Corps had enrolled more than 130,000 boys in this country. The Minister was very reassuring as regards the continued expansion of the R.A.F., the new and improved aircraft of all types which were being taken into service, and our increasing progress in research.

President Roosevelt (see 15th March) left the world in no doubt as to the aim and purpose of the "Lend and Lease" Bill. Departing from her neutral status the U.S.A. had put her material and industrial resources into the fight against the totalitarian Powers.

In the week ended 2nd March 19 British merchant ships (total tonnage 96,417), eight Allied ships (42,000 tons) and one neutral vessel were lost by enemy action, a total of 141,314 tons. The weekly loss was the third highest of the war and clearly marked the opening of the German spring offensive against our sea communications.

16th March.—**The Admiralty announced that H.M. submarine "Snapper" was overdue and must be considered lost.**

In Albania the R.A.F. carried out heavy raids on Tirana and Valona. During the return journey an Italian seaplane was shot down near Corfu.

Italian aircraft raided Larissa and district with little effect.

In Eritrea British and Indian troops captured an important height covering Keren, which was heavily attacked from the air. The Italian communications, also, were bombed and machine-gunned by our aircraft.

Berbera, capital of British Somaliland, **was captured** in a combined operation of our land, sea and air forces. Six guns and 290 prisoners were taken.

In Libya the R.A.F. carried out a heavy attack upon the harbour at Tripoli during the night.

At night enemy aircraft made a concentrated attack upon Bristol where considerable damage was done and many casualties were caused. Bombs were dropped in other districts also ; one enemy aircraft was destroyed.

17th March.—Few enemy aircraft were seen over Britain by daylight. One German bomber attacked a town in the North of Scotland but did no harm.

In Albania the Italians delivered strong attacks in the northern sector, but were beaten off. Sharp fighting continued near Tepelini.

In Eritrea the enemy attempted to recapture positions at Keren he had recently lost. He failed with heavy casualties and over 800 prisoners were left in our hands. Our aircraft continued their operations in the Keren area and shot down one Italian machine.

In Abyssinia all the British and Abyssinian advances continued to progress. South African aircraft attacked troops and transport in the Harar-Jijiga area, and the aerodrome at Awash. Jijiga was occupied by our troops.

At night the Fleet Air Arm carried out successful raids upon the Albanian ports of Durazzo and Valona.

At night the R.A.F. attacked Bremen and Wilhelmshaven, Emden and Oldenburg. Petrol storage tanks at Rotterdam were bombed and three enemy night fighters were shot down.

A few bombs were dropped near the East Coast of England and in Scotland during the night. No damage or casualties were reported.

18th March.—In the early morning an R.A.F. reconnaissance aircraft sank by torpedo off the Frisian islands a German supply ship of 5,000 tons, one of a convoy escorted by an anti-aircraft vessel.

Enemy aircraft were intercepted at various points round our coasts during the day. No bombs were dropped. Two German bombers were shot down; we lost two fighters, but the pilots were saved.

In Albania the R.A.F. made a heavy attack on Durazzo, and bombed Italian camps and transport on the Glave-Buzi road.

In Eritrea our troops captured several important positions south of Keren, repulsing enemy counter-attacks. The air offensive upon the Italian positions and communications was maintained.

In Abyssinia South African aircraft made dive-bombing attacks upon Italian defences in the Marda Pass and attacked objectives in the Harar region.

At night the R.A.F. made heavy attacks upon the docks at Kiel and Wilhelmshaven and the oil storage tanks at Rotterdam. Other aircraft bombed the docks at Emden, a target at Texel, and two aerodromes in Holland. We lost one aircraft.

Enemy air-raids during the night concentrated on Hull where damage and casualties were considerable. Bombs were also dropped in London and in the East, South-East and South of England.

19th March.—No bombs were dropped in Britain during the day. An enemy bomber was shot down off the East Coast and a fighter off the South-East Coast.

In Albania the Greeks repulsed an Italian counter-attack on the central sector, destroying three tanks, and a minor counter-attack farther north. The R.A.F. bombed military objectives in Tepelini.

In Libya the R.A.F. made heavy raids upon the harbour at Tripoli and on a number of enemy aerodromes, much destruction being caused at Tamet and Sirte.

Our forces at Keren (Eritrea) still made headway despite strong Italian opposition; the enemy's defences and communications (Keren-Asmara) continued to be heavily attacked by our aircraft.

In Abyssinia, Dessie aerodrome was heavily attacked by the R.A.F. Our troops were now in contact with the enemy in the mountains surrounding the Marda Pass.

At night the R.A.F. delivered a short but very sharp attack upon Cologne. The oil storage tanks at Rotterdam were again bombed and the enemy submarine base at Lorient was another objective. Thick ground fog at our aerodromes prevented more extensive operations. Our only loss in aircraft throughout the day and night was one fighter missing from patrol.

Enemy aircraft made a heavy night raid on London where much damage was done and many casualties were caused. Bombs fell also on both sides of the Thames Estuary and on the South Coast. One enemy bomber was shot down by fire from the ground.

20th March.—During the day enemy aircraft attacked a town in Kent and dropped bombs in a South Coast district. There were some casualties and a small amount of damage.

In the course of routine daylight patrols the R.A.F. attacked a number of "E" boats and an enemy patrol vessel off the Frisian coast. Two enemy fighters which attempted to intervene were driven off. An enemy supply ship was machine-gunned off the southern coast of Norway. In all these operations we lost one aircraft.

In the afternoon a German dive-bomber was shot down by the fire of H.M. drifter "Young Mun" and H.M. yacht "Chico."

A British aircraft was reported to have crashed in County Leitrim (Eire), all the crew being killed.

The Admiralty announced that H.M. submarine "Utmost" had torpedoed and sunk a fully laden Italian troopship proceeding in convoy; that H.M. submarine "Unique" had sunk an Italian supply ship also in convoy; and that H.M. submarine "Triumph" had sunk two Italian supply ships.

Italian aircraft bombed the Greek town of Preveza.

In Eritrea the Italians at Keren sustained heavy losses in an abortive counter-attack. Our aircraft (R.A.F. and S.A.A.F.) continued their attacks upon enemy troops and positions.

In British Somaliland our troops, advancing eastward from Abyssinia, occupied Hargeisa.

At night the R.A.F. bombed and machine-gunned motor transport on the Misurata-Sirte road (Libya).

Bad weather over Germany made air operations against that country impossible at night. A successful attack was made upon the enemy submarine base at Lorient.

Enemy air raids during the night were chiefly upon Plymouth and London. In Plymouth considerable damage was done, but casualties were not heavy.

21st March.—Early in the morning enemy aircraft dropped bombs at a place on the Kent coast where the damage was slight and no serious casualties resulted. In the evening two places in Norfolk were bombed without any harm being done.

In the course of daylight operations the R.A.F. bombed a tanker escorted by warships off the Belgian coast; attacked enemy warships and supply ships off the Frisian islands and in the Heligoland Bight; attacked supply ships off the Norwegian coast; bombed a jetty near Egersund; and machine-gunned coastal motor boats and an aerodrome building in Norway.

The Admiralty announced that H.M. trawlers "Kerryado" and "Gulfoss" had been sunk.

In Albania the Greeks repulsed an Italian counter-attack, destroying one tank.

In Libya, after a short attack by British and Australian troops, **the Italian garrison of Giarabub surrendered.** The prisoners amounted to about 800.

In Eritrea our aircraft continued their operations against the Italian positions at Keren and their communications, three enemy aircraft being destroyed in the region of Asmara. Attacks were also made upon Assab.

In Abyssinia the R.A.F. concentrated their attacks upon the railway and rolling stock between Addis Ababa and Diredawa. Motor transport on the roads and a fuel dump in the Biyo Kaboba area were destroyed. The South African Air Force attacked

military objectives at Harar, and hit two trains in the station at Urso. At Gondar stores and buildings were set on fire.

At night the R.A.F. again attacked the submarine base at Lorient, and the docks at Ostend were bombed. Two of our aircraft were lost in these operations.

Enemy air raids during the night were concentrated upon Plymouth where the damage done was considerable and many casualties occurred.

22nd March.—Enemy aircraft dropped bombs by daylight at a place in East Anglia. The damage was slight and there were few casualties.

A large formation of enemy bombers which attempted to raid Malta was driven out to sea by our fighters. We lost one fighter and shot down one enemy aircraft.

In Albania the Greeks repulsed with heavy loss a local attack in the region of the Viosa river. An enemy air raid upon an R.A.F. station in western Greece was repulsed, one Italian aircraft being shot down.

In Eritrea, around Keren, our troops gained a number of local successes, inflicting heavy casualties upon the enemy and taking 130 prisoners. During their operations in support of the Army the R.A.F. shot down two Italian aircraft.

In Abyssinia the town of Neghelli was occupied by a column of West African troops. Gondar was again bombed by the R.A.F. The South African Air Force maintained the attack upon the Addis Ababa-Jibuti railway, destroying one train. Trains at Afdem and Gota were attacked by R.A.F. bombers who also bombed and machine-gunned enemy transport on the Urso-Awash road. Enemy positions in the Marda Pass area were attacked in similar fashion.

Just before dark an enemy aircraft dropped bombs near the East Coast. Little damage was done and no casualties were reported. This aircraft was destroyed by anti-aircraft fire.

Of chief importance to Britain was the beginning in earnest of the enemy's spring offensive against our sea communications—by submarine, aircraft, mine and surface raider—and against our ports, by attacks from the air. Bristol and Plymouth were bombed during the week, following the attacks upon Clydeside, Merseyside, Hull and Portsmouth in the previous week. In a speech on 18th March Mr. Churchill stated that German battle-cruisers were operating on the western side of the Atlantic, but revealed that on the previous day he had received news

of the destruction of three U-boats. As regards accessions to our strength, during 1940 twelve cruisers had been completed for the Royal Navy, and twenty new destroyers had been placed in commission since the war began.

The Italian losses in Albania during the previous week were calculated to amount to 48,000, but the enemy was still strong enough in numbers to maintain his counter-offensive. In raids upon Valona and Durazzo, carried out by the Fleet Air Arm on the nights of 15th/16th and 17th/18th March, an Italian cruiser, or large destroyer, was sunk together with other shipping.

In Libya the R.A.F. attacks upon Tripoli and the aerodromes in Tripolitania had sufficed to keep the enemy's air activities in check. Considering the natural difficulties of the country our progress in Italian East Africa continued to be highly satisfactory: the capture of Berbera (British Somaliland), achieved by the admirable co-operation of land, sea and air forces, provided a much shorter line of communication for our columns advancing into south-eastern Abyssinia. The battle for Keren (Eritrea) appeared to have begun on the 16th March.

The plight of Italy undoubtedly had its effect upon the situation in the Balkans, where, however, the trend of events still depended upon the action of Yugo-Slavia. Dissensions in the Cabinet still delayed a decision; Germany was pressing for a "compromise" agreement, but the great volume of Serb opinion seemed to be against any commitment which would endanger Yugo-Slavia's independence.

During the week ending 9th/10th March, 25 British and Allied ships (gross tonnage 98,832) were sunk by enemy action; roughly two-thirds of the previous week's total.

23rd March.—At dawn an enemy supply ship in Egersund harbour was hit and set on fire by our aircraft attack.

Bombs dropped during the day by single aircraft near the Channel coast, and at a point in the North of Scotland, caused little damage and few casualties. Two enemy bombers were destroyed; one by our fighters and one by fire from the ground.

In the course of morning operations over the French coast the R.A.F. destroyed a German barrack block at the port of Quiberon, and scored a direct hit on an enemy escort vessel near Brest.

German guns on the French coast bombarded the Dover area in the afternoon and early evening. No damage or casualties were reported.

The Admiralty announced that H.M. trawler "Rubens" was overdue and must be considered lost.

An enemy air raid on Malta resulted in the destruction of at least nine German dive-bombers, shot down by our fighters, whilst four more fell to anti-aircraft fire.

In Albania the Greeks repulsed Italian attacks between the Athos and Viosa rivers. The R.A.F. bombed Berat, destroying two Italian aircraft on the ground and an enemy encampment near Tepelini. In an air encounter two enemy aircraft were shot down and others were damaged.

The Greek submarine "Triton" met a heavily escorted enemy convoy off the Albanian coast, and destroyed a large supply ship, seriously damaging a smaller vessel.

In Eritrea our troops before Keren beat off seven counter-attacks, in which the enemy suffered heavy loss, and then improved their positions. Our aircraft maintained a continuous attack upon the Italian defences.

The German merchant ship "Oder," which had escaped from Massawa, was scuttled by her crew on being intercepted by H.M. sloop "Shoreham."

In Abyssinia the South African Air Force continued their attacks upon the Addis Ababa-Jibuti railway and road, bombing trains, troops and transport. Our forward troops made a successful attack upon enemy positions covering the Marda Pass. Outlying centres of administration, some of them 400 miles from our lines of communication, were being taken over by air-borne troops, accompanied by political officers.

British Somaliland was reported to be under the control of our forces. The Hargeisa-Berbera road was open for traffic.

Mr. Matsuoka, Japanese Foreign Minister, arrived in Moscow.

In Libya heavy bombers of the R.A.F. made a night raid upon Tamet aerodrome, and upon shipping at Sirte.

At night the R.A.F. launched a heavy offensive upon Germany: Berlin was attacked with incendiary and heavy high-explosive bombs, Kiel and Hanover were also visited. Attacks on a smaller scale were made upon coastal targets in North-West Germany and occupied territory, including Den Helder, where an enormous fire was started. In all these operations one of our aircraft was lost.

Few enemy aircraft operated against Britain during the night. Bombs dropped in eastern England caused little damage and few casualties.

24th March.—Shortly before dawn enemy aircraft dropped bombs in South-East Kent. Later there was a little enemy activity in South-West England and in South Wales. The damage reported was small, and casualties were very few. One enemy aircraft was destroyed.

In the morning the R.A.F. bombed Cherbourg and machine-gunned German troops in the open at Barfleur, near-by. Two of our aircraft were lost during attacks upon enemy shipping off the Dutch coast.

The Admiralty reported that our Fleet had been operating in the Central Mediterranean, 21st-24th March, covering various convoy movements. During these operations one enemy reconnaissance aircraft was shot down, and at least one other damaged; no enemy surface craft were encountered.

In Libya a small enemy detachment occupied El Agheila, from which our standing patrols had been withdrawn. At night the R.A.F. raided the harbour at Tripoli.

In Eritrea our troops repulsed an Italian counter-attack South-West of Keren, inflicting heavy casualties on the enemy.

In Abyssinia our forces (West African troops), having forced the Marda Pass positions, were approaching Harar. The South African Air Force maintained their attacks upon the Addis Ababa-Jibuti road and railway.

25th March.—During the day enemy aircraft dropped bombs on the South Coast, and at places in the West of England. Little damage was done, and no one was seriously injured.

The R.A.F. made several successful attacks by daylight upon enemy shipping: one vessel was sunk off the Dutch coast, where a convoy was intercepted and bombed; off Ameland an anti-aircraft ship was damaged; near Borkum a naval patrol vessel was bombed; and mine-sweepers were attacked and scattered. In the course of these operations we lost one aircraft.

An enemy aircraft which attempted to attack a convoy was shot down into the North Sea by H.M. destroyer "Versatile."

An enemy air raid on Malta did slight damage. One German bomber was shot down and others were hit.

The R.A.F. attacked with success the aerodromes at Calato and Scarpanto and shipping at Astropalia Island, in the Dodecanese.

In Eritrea our troops made further progress at Keren and repulsed another counter-attack. The enemy were persistently attacked from the air.

In Abyssinia our air attacks upon the Addis Ababa-Jibuti road and railway were still maintained. An air squadron of the Free French Forces bombed an enemy camp in the Gondar region. At night R.A.F. fighters attacked motor transport near Gondar.

In Vienna, Yugo-Slavia signed her adherence to the Axis "Three-Power Pact."

Marshal Graziani was reported to have resigned "at his own request," and to have been succeeded, as Commander-in-Chief in Libya, by General Italo Garibaldi.

26th March.—During the day enemy aircraft dropped bombs at two places in the West of England, and in two towns in southern England. Some damage and casualties were caused. One enemy aircraft was destroyed by our fighters and one by our ground defences.

A German supply ship was torpedoed by an R.A.F. torpedo-bomber off the Dutch coast in the afternoon.

The Admiralty announced that during the past few nights our light forces in the North Sea had repelled several attacks made by German E-boats upon our convoys. A number of these enemy craft had been severely damaged; we had suffered no loss whatever.

The Admiralty also reported that H.M. submarine "Sturgeon" had sunk an enemy tanker of about 8,000 tons off the Norwegian coast.

In the Albanian theatre R.A.F. fighters engaged near Paramythia superior numbers of Italian aircraft, and damaged many of them.

In Eritrea our troops made further progress at Keren, repulsing Italian counter-attacks. Many prisoners were taken, including a brigade headquarters, and heavy casualties inflicted on the enemy. Strong air support was given to our operations, and South African fighters shot down two Italian fighters.

In Abyssinia, African and Belgian troops captured Gambela. The R.A.F. and South African Air Force maintained their attacks upon the Addis Ababa-Jibuti railway, damaging bridges, trains, and stations. **Our forces occupied Harar**, and pursued the enemy towards Diredawa.

Mr. Matsuoka, Japanese Foreign Minister, arrived in Berlin from Moscow.

27th March.—Bombs were dropped during the day in a town on the South-East Coast of England, and in a district on the South Coast. Some damage and casualties were caused.

The R.A.F. carried out daylight operations against enemy shipping and enemy-occupied coasts ranging from the Frisian Islands to La Rochelle. Two of our aircraft were lost.

H.M.S. "Leith," whilst on escort duty with a convoy in the Bristol Channel, engaged two aircraft, shooting down one and severely damaging the other.

The Admiralty announced that H.M. yacht "Mollusc" and H.M. trawler "Lady Lilian" had been sunk.

R.A.F. bombers made a heavy and successful attack upon Calato aerodrome in the island of Rhodes.

In Eritrea **British and Indian troops**, "admirably supported by the R.A.F.," **occupied Keren** after defeating numerically superior enemy forces.

In Abyssinia the R.A.F. and South African Air Force maintained their attacks upon the Addis Ababa-Jibuti railway. South African aircraft also bombed enemy camps and positions north of Lake Rudolf.

The agreement leasing Atlantic bases to the U.S.A. was signed in London.

A military coup d'etat overthrew without bloodshed the Yugo-Slav Government, deposing Prince Paul, the Senior Regent. General Simovitch formed a "National" Government, and the young King Peter assumed power.

Mr. Churchill stated that the British Empire would give the Yugo-Slav nation "all possible aid and succour."

The U.S.A. promised Yugo-Slavia assistance, under the "Lease-and-Lend" Bill, against aggression.

In Berlin Hitler received Mr. Matsuoka, Japanese Foreign Minister.

At night the R.A.F. attacked the industrial areas of Cologne and Düsseldorf, the docks at Calais and Dunkirk, and the naval base at Brest. Three of our aircraft were lost.

28th March.—Enemy aircraft dropped bombs on a South-East Coast town in the morning, causing damage and some casualties. One German bomber was shot down by our fighters.

R.A.F. bombers made a successful attack upon the aerodrome at Lecce, south of Brindisi.

A successful naval action was fought in the Ionian Sea off Cape Matapan. Large Italian forces escaping westward to avoid contact with our Mediterranean Fleet were attacked by the Fleet Air Arm and the R.A.F. during the day; a battleship of the "Littorio" class and several cruisers and destroyers were damaged, with the result that, after darkness fell, our ships overhauled and engaged the enemy. The 8-inch gun cruisers "Pola," "Zara," and "Fiume," the large destroyer "Vincenzo Gioberti," and the destroyer "Maestrale" were sunk; another destroyer and the 6-inch gun cruiser "Giovanni Della Bande Nere" may also have been sunk, and the fate of the battleship of the "Littorio" class remained doubtful. Two Junkers 88 dive-bombers were shot down; we lost one aircraft, but our warships suffered no loss or damage.

The Admiralty announced that H.M. submarine "Parthian" had attacked an escorted convoy South of Italy, torpedoing a supply ship or transport of about 6,000 tons and a tanker of 10,000 tons.

In Eritrea our troops pursued the Italians towards Asmara, following the occupation of Keren, where many prisoners and much war material had yet to be counted. The R.A.F. operations continued southward from Keren and on the Asmara road, resulting in much damage and many casualties to the enemy.

In northern Abyssinia our aircraft bombed a troop-carrying convoy between Adi Ugri and Adowa, and in the South continued their attacks upon the Addis Ababa-Jibuti railway. North of Lake Rudolf South African bombers attacked enemy transport. In the Harar area 300 Italians, 50 native troops and ten heavy guns were reported captured.

The new Prime Minister of Yugo-Slavia appealed for national unity and public order, and **proclaimed Yugo-Slavia's independence and neutrality.**

At night R.A.F. bombers carried out a successful raid upon the harbour at Tripoli.

29th March.—During the afternoon enemy aircraft dropped bombs at a few places in eastern England, causing a little damage but no casualties. In Norfolk a train was machine-gunned.

The R.A.F. carried out offensive patrols over Belgium and northern France, making machine-gun attacks on an enemy aerodrome, road and rail transport and shipping.

In Albania, where Greek patrols took a number of prisoners, the R.A.F. made successful offensive reconnaissances against Berat, Dukaj and Dukati.

In Eritrea our advance from Keren towards Asmara made steady progress. Prisoners already enumerated amounted to 3,775, including 68 officers. A number of guns had been taken. The R.A.F. continued its offensive operations in the Asmara area.

In Abyssinia our advance from Harar continued, resistance being "brushed aside," and prisoners taken. **Diredawa was reached and occupied by South African troops** in the afternoon. North of Gondar a Free French air squadron took part in a raid upon an Italian camp. Our attacks upon the Addis Ababa-Jibuti railway and road were maintained. The South African Air Force also bombed fortified posts and enemy transport in the Kalam and Maui area, North of Lake Rudolf.

At night the R.A.F. carried out another heavy attack upon the harbour at Tripoli.

Air raids on Britain at night were not upon a heavy scale. A short attack was made upon Bristol, where fires and other damage were caused, and casualties resulted. Elsewhere only slight damage was reported.

The changing situation in the Balkans claimed chief attention. In the early hours of 24th March the Yugo-Slav Cabinet crisis ended, and the Prime Minister and the Foreign Minister left for Vienna the same day to sign their adherence to the Axis Three-Power Pact. The national indignation at this betrayal of Yugo-Slavia had its effect almost immediately, and the *coup d'etat* (see 27th March), which placed General Simovitch's popular Government in power, turned a German diplomatic victory into a diplomatic defeat. There were indications that Russian sympathy was with Yugo-Slavia.

The naval action in the Mediterranean (see 28th March) was remarkable for the close co-operation between our air and surface units: the former had located the enemy on the previous day and eventually assisted to bring him to battle when he might have escaped by his superior speed. Our capital ships were handled boldly and well, closing after darkness had fallen. The battleships "Barham," "Warspite" and "Valiant," the cruisers "Orion," "Gloucester," "Ajax" and "Perth" (Royal Australian Navy), the aircraft-carrier "Formidable" and the destroyers "Jervis," "Havock," "Greyhound" and "Stuart" (Royal Australian Navy) were mentioned as having taken part, and a flotilla of Greek destroyers was present. It is noteworthy that German aircraft attacked our boats whilst the rescue of Italians from the sinking ships proceeded, but about 1,000 prisoners were collected.

Italy was becoming more and more under German domination, although the senior partner of the Axis had not yet been able to intervene with effect in the Mediterranean theatre. It was reckoned that the German troops in Libya might amount to two divisions. The fate of Italy in East Africa was sealed by the capture of Keren and the occupation of Harar by our forces. It was revealed that up to 23rd February our losses in all African operations amounted to 2,966, of which only 604 were killed; we had inflicted upon the enemy casualties numbering over 200,000, including 180,000 prisoners. The supersession of Marshal Graziani as Commander-in-Chief in Libya had been suspected for some time.

Heartening reports of the damage inflicted by the R.A.F. in their raids upon Germany continued to come in. It was evident that civilian morale was beginning to suffer, whilst the effect upon the war industries of our chief enemy had been considerable.

Our relations with the Vichy Government still constituted a serious and difficult problem. The British Government had, as a test measure, consented to let through the blockade from the U.S.A. two foodships destined for the relief of the children of unoccupied France; but it was doubtful if there could be devised any effective safeguard against German depredations.

During the week ending 16th March the total merchant tonnage, British and Allied, sunk by enemy action amounted to 146,098. Our own patrols—surface ships, submarines and aircraft—had, up to 16th March, disposed of 2,239,000 tons of German and Italian shipping; but merchant shipping was not to our enemies the vital necessity which it was to us.

30th March.—Enemy aircraft dropped bombs in northern Scotland and southern England during the day, but no damage or casualties were reported. A German bomber was shot down by our fighters near Middlesborough.

The R.A.F. repeated operations carried out on the previous day, seeking out and attacking enemy shipping near the Dutch and French coasts. Off the mouth of the Loire an enemy anti-submarine vessel was sunk by a direct hit; a supply ship and an anti-aircraft vessel off the Dutch coast were bombed and machine-gunned.

Four French merchant ships, reported to be carrying war material for Germany, passed eastward through the Straits of Gibraltar, escorted by a destroyer. Our light forces caught up with the convoy after it had left Spanish territorial waters, and called upon it to stop for visit and search. French batteries on the Algerian coast then opened fire on our ships, which replied, inflicting some damage. "In the interests of humanity" the convoy was allowed to seek refuge in the port of Nemours. During the return of our ships to Gibraltar they were twice attacked by French bomber formations, but sustained no damage or casualties.

In Albania the Greeks carried out successful patrol, artillery, and air operations. The R.A.F. bombed Elbasan effectively, causing damage to Italian fighters which attempted to interfere.

The R.A.F. raided the harbour of Astropalia (Dodecanese), where bombs were dropped amongst the shipping.

In Abyssinia our advance northward in the Neghelli and Javello areas made satisfactory progress, prisoners, guns, and war material falling into our hands. The R.A.F. attacked large concentrations of motor transport in the regions of Dessie and Alomata. Enemy aircraft attempted to raid the aerodrome at Jijiga, but two were shot down.

The arrival in British Malaya was announced of strong reinforcements of British and Indian troops, also of R.A.F. personnel from Great Britain.

The U.S.A. took into custody twenty-eight Italian and two German merchant vessels lying in American ports on the ground that the sabotage activities of the crews endangered the ports and American shipping. Thirty-nine Danish ships were likewise seized.

At night the R.A.F. made a heavy bombing attack on merchant ships and docks at Tripoli, also attacking aerodromes and transport concentrations in Tripolitania.

Powerful bombing forces of the R.A.F. made a night attack upon Brest. The docks in which the enemy warships "Scharnhorst" and "Gneisenau" were lying were straddled "from all directions" by medium and heavy bombs. The harbour of Calais was also attacked.

During the night bombs were dropped by enemy aircraft at scattered points in eastern England and in East and South-East Scotland. The damage was small, and no casualties were reported.

31st March.—Early in the morning the R.A.F. bombed two enemy tankers off Le Havre, and left them in flames. Later, off the Frisian Islands, a destroyer was hit twice. Our aircraft then flew low over the islands of Terschelling and Ameland, bombing and machine-gunning gun emplacements and German troops on parade. Still later a direct hit was scored upon an enemy supply ship, one of a convoy of eight vessels protected by warships and fighters. In all these operations two of our aircraft were lost.

German guns on the French coast shelled the Dover area for forty-five minutes, causing some damage, but no casualties.

An enemy fighter was destroyed by our fighters in combat over the Channel.

In Albania the Greeks carried out a successful local operation, occupying an Italian position and capturing over 200 prisoners. One Italian aircraft was shot down. The R.A.F. made a successful attack upon troops and transport using the Buzi-Glave road.

In Libya our advanced detachments were in contact with enemy infantry and mechanized units in the Mersa-Brega area. Enemy bombers which attempted to raid Jedabaya were intercepted by Australian fighters, who shot down one (a German) and damaged others.

In Eritrea the advance from Keren on Asmara made good progress. A further 800 prisoners, including a brigade commander, were reported. Our air attacks were upon enemy positions North of Teclesan, and on Asmara railway station.

In Abyssinia our advance from Direinawa continued towards Addis Ababa. Our aircraft were active in the area North-West

of Dessie. North of Lake Rudolf our columns made good progress, and the South African Air Force bombed military buildings and villages in Southern Abyssinia. The Addis Ababa-Jibuti railway and road and the Addis Ababa-Dessie road were also attacked.

Germany and Italy protested to the U.S.A. against the seizure of their merchant ships.

Mr. Matsuoka, Japanese Foreign Minister, arrived in Rome from Berlin.

At night the R.A.F. attacked the ship-building yards at Bremen and the industrial centre of Emden, where a new type of high explosive bomb was used with tremendous effect. Raids were made also on Bremerhaven and Oldenburg, on the petroleum harbour at Rotterdam and on other objectives in the Rotterdam vicinity, including two aerodromes. One of our aircraft was lost.

Enemy aircraft bombed a town on the North-East Coast during the night, causing damage and casualties. Bombs dropped elsewhere on the East Coast and in South and South-West England and South Wales did little harm.

1st April.—During the day enemy aircraft dropped bombs at a number of points near the South and East Coasts of England in an endeavour to damage our aerodromes. No success was achieved except at one station, where a number of casualties occurred and some damage was done to buildings, but the efficiency of the aerodrome was unimpaired. Five enemy aircraft were destroyed; one of our fighters was lost.

Rain and cloud hindered the daylight operations of the R.A.F. over the coasts of France and the Low Countries. Nevertheless, some small naval vessels were discovered and machine-gunned, whilst low-level attacks were made upon coastal gun-emplacements. One of our aircraft torpedoed an enemy merchant vessel off the coast of Denmark. We lost one aircraft in the course of these operations.

A German aircraft crashed in County Waterford, Eire.

In Albania the Greeks repulsed a local counter-attack taking 80 prisoners.

In Libya land operations North-East of Mersa Brega continued, our advanced detachments withdrawing. Our aircraft bombed several aerodromes in Tripolitania.

In Eritrea Asmara surrendered and was occupied by our troops, the Italian forces having withdrawn southward and south-eastward from the town. South African fighters intercepted and drove off numbers of enemy aircraft in the Asmara area.

In southern Abyssinia the South African Air Force maintained its offensive against enemy communications, defences and transport, particularly in the area between Awash and Adama. Successful engagements took place in the Javello sector, where Soroppa was captured with a number of prisoners and guns, and in the Neghelli area.

Mr. Matsuoka, Japanese Foreign Minister, conferred with Mussolini in Rome.

The Cuban Government seized an Italian freighter at Havana. Italian and German vessels in ports of Venezuela, Costa Rica, Peru and Ecuador were reported to have been set on fire by their crews. Some crews were arrested by the Venezuelan and Peruvian Governments.

During the night R.A.F. bombers attacked the harbour at Tripoli.

2nd April.—Single enemy aircraft displayed some activity over the East Coasts of England and Scotland during the day. Bombs dropped in East Anglia and on a Scottish village did some damage and caused a number of casualties. Our fighters destroyed one enemy aircraft.

During routine patrols off the Dutch coast the R.A.F. sank one armed merchant ship and hit another; destroyed a building at a wireless station; and attacked enemy patrol vessels. In addition, the aerodromes at Haamstede, Maupertius and Caen were bombed and machine-gunned. Two of our aircraft were lost.

H.M. paddle mine-sweeper "Lorna Doone" engaged three enemy aircraft, destroying one and damaging another. Our casualties were two wounded; the ship sustained superficial damage.

The Admiralty announced that one of our submarines had sunk an Italian submarine and an Italian tanker.

In Albania Greek fighters and ground defences brought down three Italian aircraft. R.A.F. fighters shot down three out of four enemy bombers which attempted to raid Volos, and severely damaged the other. An R.A.F. raid was carried out upon Tepeleni.

In Libya our forward troops withdrew to positions North of Jedabaya, the movement being followed up by enemy mechanized forces. R.A.F. fighters intercepted an enemy aircraft near Benghazi and drove it away damaged; our bombers made a heavy and successful attack upon motor transport at Ras Lanuf (Tripolitania).

In Eritrea, where operations continued South of Asmara, large numbers of prisoners and much war material were collected. The retreating enemy and his camps and transport on the Adowa and Dessie roads were bombed by the R.A.F. and by Free French aircraft.

The Commander-in-Chief East Indies reported that an Italian destroyer which had left Massawa had been sunk by our naval aircraft, and that a German merchant ship (4,188 tons), also escaping from Massawa, had been taken by H.M.S. "Kandahar."

In Abyssinia our forces captured Miesso on the Addis Ababa-Jibuti Railway. The South African Air Force bombed mechanical transport on the Addis Ababa-Dessie road and machine-gunned transport and armoured vehicles on the Diredawa-Addis Ababa road.

Our troops engaged in clearing eastern Somaliland fought a successful engagement with native levies, capturing rifles, machine-guns and 700 camels.

At night R.A.F. bombers made a successful attack upon enemy motor-transport convoys in the Mersa Brega area of Libya and again bombed the port of Tripoli.

3rd April.—Early in the morning an enemy aircraft bombed a town on the South-East Coast of England. Little damage was done and no casualties occurred. Two enemy aircraft were shot down by our fighters round our southern coasts; one of our fighters was lost.

During an attempted attack upon one of our convoys in the Thames estuary, H.M.S. "Locust" shot down one enemy aircraft and damaged two others.

The Admiralty announced that H.M. auxiliary vessel "Rosaura" had been sunk.

In Albania Greek fighters shot down two enemy aircraft in the Florina area. The R.A.F. carried out a successful raid on Berat.

G.H.Q. Cairo announced that in Libya, as a result of the determined advance of strong Italo-German forces which included numerous tanks, our light covering detachments had been withdrawn to "selected concentration areas." In the course of this withdrawal **Benghazi had been evacuated** after all captured war material had been destroyed. Considerable casualties in personnel and tanks were inflicted upon the enemy. At night R.A.F. bombers made a successful bombing raid on Tripoli.

In Eritrea prisoners counted at Asmara now amounted to over 3,000, and more were coming in. Our advance towards Massawa had been temporarily delayed by demolitions; the pursuit of the Italians along the main road to Dessie continued.

In Abyssinia R.A.F. bombers attacked enemy transport on the Dessie-Assab road. A camp on the Adowa-Gondar road and a bridge over the Takkaze River were bombed. Our ground forces continued to make progress in all areas.

The U.S.A. demanded the withdrawal of the Italian Naval attaché in Washington, on the ground that he was implicated in the acts of sabotage at American ports.

At night, in spite of bad weather, the R.A.F. again attacked the docks at Brest, where the German battle-cruisers "Scharnhorst" and "Gneisenau" were sheltering. Oil tanks at Rotterdam and the docks at Ostend were also bombed. Four of our aircraft were lost.

Enemy aircraft made a night raid on Bristol, damage and casualties being caused by incendiary and high explosive bombs. Bombs dropped at places in eastern England, in the Home Counties, and in southern England, did little harm. A German bomber was shot down by our night fighters.

4th April.—No bombs were dropped by enemy aircraft over Britain during the day, but slight damage and a few casualties were caused by machine-gun fire in North-East England and North-East Scotland.

Daylight operations of the R.A.F. included patrols over northern France and Belgium where aerodrome buildings, landing grounds and aircraft on the ground were machine-gunned. Our bombers attacked two naval auxiliaries off the West coast of France and left one in a sinking condition, also making machine-gun attacks upon a number of mine-sweepers. Two of our aircraft were lost.

In Albania the Greeks took prisoners in a successful local operation. They repulsed an Italian tank attack.

Enemy aircraft raided Heraklion aerodrome, Crete, but did little damage. One Italian machine was shot down by anti-aircraft fire.

In Libya enemy columns advancing eastward from Benghazi were held successfully and the situation remained well in hand. Fighters of the Royal Australian Air Force shot down six German aircraft, without loss to themselves, and severely damaged others. Our aircraft made heavy and successful bombing attacks on enemy troops and transport in the Msus and Jedabaya regions and on the road from Ras Lanuf. At night R.A.F. bombers made another successful raid on Tripoli.

In Eritrea prisoners collected around Asmara now amounted to nearly 5,000, of whom 4,000 were Italians. Much war material and rolling stock had been captured. The advance southward into Abyssinia had reached and passed Adowa.

The Commander-in-Chief East Indies reported that two Italian destroyers which had escaped from the port of Massawa had been scuttled by their crews off the coast of Saudi Arabia.

In Abyssinia, following a sharp engagement, our troops advancing westward on Addis Ababa secured the important defensive position on the Awash river. More prisoners were taken by our columns operating in other areas. Air attacks upon the road and railway leading into Addis Ababa were maintained, with considerable loss to the enemy; and in the afternoon the R.A.F. and South African Air Force bombed aerodrome buildings and barracks in Addis Ababa, also enemy aircraft on the ground.

Mr. Matsuoka, Japanese Foreign Minister, arrived in Berlin from Rome and was received by Hitler.

In Iraq the Government was overthrown by a *coup d'état*, carried out with the assistance of a military clique by Rashid

Ali, when the parliament was not sitting and the Regent was absent from Baghdad.

At night the R.A.F. attack upon the naval base at Brest was continued. Sticks of heavy bombs were seen to straddle both the "Scharnhorst" and the "Gneisenau," and large fires were caused nearby. The oil stores at Rotterdam and industrial targets in the Ruhr were bombed by other formations of our aircraft.

Bristol was again bombed by enemy aircraft during the night, but the damage was slight and casualties few. Bombs were dropped, also, near the Thames estuary and the East Anglian coast. Four enemy aircraft were destroyed, two by our fighters and two by fire from the ground.

5th April.—In Eritrea our advance upon Massawa from Asmara was resumed after clearing a formidable road block. Southward, good progress was made in Abyssinia upon the routes to Dessie and Gondar.

Our forces began to enter Addis Ababa in the evening, the Italian Viceroy, the Duke of Aosta, and the bulk of his troops having withdrawn. On the aerodrome were discovered thirty-one wrecked or damaged enemy aircraft; prisoners numbered 7,000. In southern Abyssinia our advances made good progress and many prisoners were captured.

At night in Libya the R.A.F. carried out heavy bombing attacks upon enemy transport in the region of Agheila.

The aerodrome at Calato, on the island of Rhodes, was attacked by the R.A.F. during the night.

At night enemy aircraft activity over Britain was confined to South-West England, where some damage and casualties resulted.

The German campaign of calumny which had begun against Yugoslavia might be regarded as a sure sign of an early invasion of that country, probably combined with an offensive against Greece.

North Africa, where the Germans were seeking to undermine the prestige of the French colonial administration, came into prominence through our evacuation of Benghazi and the advance eastward of considerable Italo-German forces. In view of our necessity to concentrate troops in the Balkan theatre it was easy to understand why

we had resorted to the defensive in Cyrenaica; but events in East Africa, where the organized resistance of the enemy was collapsing, promised an early easement of our situation in Libya by enabling considerable land and air forces to be transferred to that front.

Official figures showed that during the first quarter of 1941, R.A.F. fighter pilots and our anti-aircraft defences had destroyed enemy aircraft over Britain and round our coasts at an average rate of 50 per month. Fighter Command pilots claimed 94 definitely destroyed; anti-aircraft gunners brought down 51; the destruction of the remaining ten was credited to balloon barrage defences and "other causes." We lost 41 fighters. In the three months our fighters made fourteen offensive sweeps in daylight over enemy-occupied territory.

The "incident" off the Algerian coast (see the 30th March) was another reminder that the Vichy Government's "collaboration" with Germany had become a very real thing. It was of course unthinkable that in the matter of the blockade France should receive special consideration to which a neutral country was not entitled: British forbearance would only be abused, and Germany would profit thereby.

The passing of the "Lease and Lend" Bill had had its effect upon German and Italian action; obviously both these Powers feared that their ships interned in U.S. ports might be used in Britain's service, and thus resorted to sabotage. Strikes in the American armament industry were probably due, in part at least, to Nazi and Fascist intrigue.

Mr. Matsuoka's visit to Europe was of considerable significance. It might be that the Axis Powers intended to secure Japan's entry into the War as part of their general Spring offensive. Much, however, depended upon the attitude of Russia.

During the week ending 23rd March ten British ships (total tonnage 24,940 tons), six allied ships (27,528 tons) and one neutral vessel of 6,673 tons were sunk by enemy action—a grand total of 59,141 tons. Serious as were these losses, they showed a welcome reduction from the previous week.

6th April.—A few bombs were dropped in a South of England coast town. Little damage was done and only slight injuries were caused.

In the course of daylight operations the R.A.F. torpedoed a German destroyer (believed sunk) off the North-West coast of France; damaged another destroyer; bombed blast furnaces

and gas holders at Ijmuiden (Holland); and machine-gunned troops, aerodromes, lorries and gun positions in northern France. One enemy fighter was brought down; three of our aircraft were lost.

The Admiralty announced that H.M. yacht "Wilna" had been sunk.

In the early morning, without ultimatum or declaration of war, **German armies invaded both Yugo-Slavia and Greece**

Heavy air raids were carried out by the enemy on Belgrade, which had been declared an open town.

On the Greco-Bulgarian frontier, especially in the Struma valley region and the district of Beli, a violent struggle raged all day. The Greeks with much inferior numbers fought stoutly, inflicting considerable loss upon the enemy whose progress was slight.

The R.A.F. shot down five German aircraft over the Rupel Pass and severely damaged many others without loss to themselves; military objectives in Sofia were bombed and motor transport on roads in the Struma valley were attacked successfully. At night our aircraft bombed the railway station at Gorna Djumaya; the railway, roads, buildings, and motor transport at Simitli, and objectives at Petrich.

German aircraft raided many Greek towns and villages, including Seres and the Piræus. An Italian aircraft was shot down over Athens by the R.A.F.

In Albania the R.A.F. raided Berat.

The British Government announced that an army composed of British, Australian and New Zealand troops had been sent to Greece and that the R.A.F. in the Balkan theatre had been reinforced.

The U.S.A. Government undertook to send "as speedily as possible" military and other supplies to Yugo-Slavia.

Moscow broadcast the news that a pact of friendship and non-aggression had been signed between Russia and Yugo-Slavia.

Italy announced that her naval, military and air forces would act in close collaboration with those of Germany.

In Libya, under the pressure of strong German-Italian forces, our advanced troops continued the withdrawal to their areas of concentration.

In Abyssinia our advance southward from Eritrea towards Dessie and Gondar continued. The town of Debra Marcos was reported to be in our hands after successful operations in which Abyssinian forces had played the leading part. The aerodrome at Kombolcha, near Dessie, was attacked by our aircraft and twelve enemy aircraft destroyed by machine-gun fire.

At night R.A.F. bombers made another attack upon the naval base at Brest; other formations bombed the docks at Calais and Ostend and aerodromes in the Low Countries. One of our aircraft was lost.

Enemy air raids on Britain during the night were not of a serious nature. Bombs were dropped on the North-East coast of Scotland and on the North-West coast of England where a few people were injured.

7th April.—No bombs were dropped on Britain during the day, but single enemy aircraft displayed some activity around our coasts and two were shot down by our fighters.

The R.A.F. made daylight attacks on objectives in Denmark and the Low Countries. Shipping in the North Sea and in Cherbourg Roads was also attacked and our fighters machine-gunned aerodromes and lorries in northern France, inflicting casualties on the enemy. One of our bombers was lost.

On their Bulgarian frontier the Greeks were heavily engaged with superior German forces. In the Rupel Pass two Greek forts were captured, but two others repulsed all attacks with heavy loss to the enemy. On the Nevrokop plateau two forts remained intact after a prolonged struggle. The Germans lost many tanks.

The Greeks reported the evacuation of western Thrace, carried out according to a plan which left two forts still resisting in order to hinder the German advance. It was reported in Ankara that the enemy had reached Alexandropolis, on the Aegean Sea.

Although the Greeks announced that a retirement of the Yugo-Slav forces in southern Yugo-Slavia had uncovered their left flank, the Yugo-Slav report spoke of no withdrawals: all German attacks were said to have been repulsed with heavy loss.

German aircraft carried out indiscriminate bombing raids over Greek towns and villages. Two of the enemy were brought down.

The R.A.F. made successful raids upon concentrations of German motor transport at Strumitza, inside the Yugo-Slav frontier.

In Albania the Greeks captured some Italian positions, together with 500 prisoners and much war material.

Great Britain sent a message to Yugo-Slavia, welcoming her as a new Ally, and decided to withdraw her Minister from Hungary which had become a base for enemy operations.

In Abyssinia the South African Air Force caused great destruction by an attack upon Dessie aerodrome, and North of the town machine-gunned enemy troops and motor transport, causing heavy casualties.

Canada's Navy Minister announced that a Canadian cruiser had intercepted in the Pacific two large German merchantmen escaping from a South American port; the enemy vessels had been promptly scuttled by their crews.

At night, in perfect weather, **the R.A.F. made a very heavy and successful raid upon Kiel**, using a large quantity of very powerful bombs on the submarine building-yards and docks. Attacks were also made, with good results, on the ports of Bremerhaven and Emden. Four of our aircraft were lost.

Enemy aircraft were active over Britain at night, their operations being on a wide scale. Casualties and damage were reported from many parts of the country. Five enemy aircraft were destroyed by our fighters.

Bombs were also dropped during the night, for the first time, in Northern Ireland. A heavy barrage met the raiders and the fires started were soon got under control. One enemy aircraft was shot down.

8th April.—A few bombs were dropped by hostile aircraft on the coast of East Anglia, causing a little damage. No other air raids on Britain took place during the day; one enemy fighter was shot down into the Channel.

The R.A.F. made daylight attacks on enemy shipping off the Frisian Islands and on objectives in the occupied territories. Enemy fighters which attempted to interfere were driven off. We lost no aircraft.

The Admiralty announced that our offensive against the German submarine was proceeding with gratifying success. Prisoners of war taken from these craft numbered more than 50 German officers and considerably over 400 other ranks, besides a number of Italians.

On the Bulgarian frontier the Greek resistance about the Struma valley (Rupel Pass and Nevrokop plateau) was fully maintained. Farther West, however, **German armoured forces passed into Yugo-Slavia** along the Strumitza valley, **captured Doiran and advanced southward into Greece**. They were engaged unsuccessfully in the Vardar valley by Greek light armoured troops, and **made good progress towards Salonika**, cutting off the Greeks in eastern Macedonia from their main armies.

The R.A.F. delivered heavy attacks upon German tanks and motor transport in the Doiran area and on the roads between Doiran and Strumitza. A bridge over the railway at Devdelija (West of Doiran) was bombed and damaged.

Yugo-Slavia reported that on this and the preceding day German aircraft had again bombed Belgrade, also Kraguyevata, Skoplje, Chabats and Lazarevats. **The enemy offensive had developed** against Kumanovo, Skoplje and Kotchane; **Skoplje had been captured** and persistent attacks were being made upon the Katchanik Pass.

In Libya our rearguard covering the concentration of our main army was heavily engaged all day with superior forces of the enemy. Enemy landing grounds were bombed by our aircraft, who also attacked continuously concentrations of troops and motor transport.

In Eritrea the town and port of **Massawa capitulated** after the R.A.F. and Rhodesian Air Force had bombed the enemy positions and ships in the harbour. Massawa was then occupied by our forces.

In Abyssinia our columns advancing from Eritrea pressed the pursuit of the enemy southward and south-westward towards Dessie and Gondar. Kombolcha aerodrome (near Dessie) was again attacked by our aircraft; camps and other objectives in the Gondar area were bombed by the R.A.F. and a Free French squadron; the South African Air Force attacked motor-transport in the Aselle area.

The British blockade was extended to Hungary, now regarded as in enemy occupation.

At night the R.A.F. resumed the attack upon Kiel with a powerful force under ideal weather conditions. The destruction caused was very great. Bremerhaven, Emden, and the oil storage tanks at Rotterdam were also raided, and offensive patrols were maintained over enemy aerodromes in northern France. Five of our aircraft were lost.

Air raids on Britain during the night were chiefly directed upon the Midlands, Coventry being very heavily attacked. Considerable damage was done and casualties were heavy. Two towns on the South Coast suffered to a slighter extent. **Ten enemy aircraft were shot down**, six by our fighters and four by fire from the ground, our anti-aircraft guns securing their five-hundredth victim.

9th April.—In the early morning H.M. mine-sweeper "Princess Elizabeth" shot down one enemy aircraft. Fighter patrols of the R.A.F. destroyed another over the occupied territories. Two more were shot down by our fighters during the day off the Welsh coast. H.M. destroyer "Valorous" accounted for a fifth and H.M. destroyer "Avon Vale" and H.M. trawler "Kingston Beryl," between them, for yet another.

In daylight the R.A.F. bombed railway traffic and a wireless station in Denmark. An enemy naval unit at Brest was attacked from a low level by a single aircraft.

The Admiralty announced that H.M. trawlers "Lord Selborne" and "Craymond Island" had been sunk.

A British submarine in the Central Mediterranean was officially reported to have carried out a successful attack upon an enemy south-bound convoy of heavily laden transports and supply ships. One ship (12,000 tons) had been hit by two torpedoes and another (6,000 tons) by one torpedo.

In Greece the German armoured column advancing down the Vardar valley entered Salonika. The Greek forces in eastern Macedonia (Rupel Pass and Novrokop plateau) continued their successful resistance.

German reports claimed that there had been a break-through at the Rupel Pass and that the Greek forces in eastern Macedonia had capitulated. The enemy also announced that in

southern Yugo-Slavia he had occupied Veles and Skoplje; crossed the Vardar; and captured Prilep and Tetovo in an advance towards the Albanian frontier. Nis had been captured by armoured and mechanized units of General von Kleist's Army Group. An advance from Styria had resulted in the occupation of Maribor and the establishment of a bridgehead on the southern bank of the Drava river. In Thrace German forces had broken through the "Metaxas line," captured Zanthi and reached the Aegean coast.

Yugo-Slavia reported that in Albania her troops had crossed the river Drin and were advancing into the interior of the country. There had been small encounters on the northern frontier, where, it was reported later, the Germans had been checked. **South and South-West of Belgrade the German advance continued.**

The War Office announced that during the recent withdrawal in Cyrenaica we had inflicted considerable casualties upon the enemy but had lost a number of prisoners, perhaps some 2,000 as had been claimed already by the enemy. The missing included Lieut-General P. Neame, V.C., Lieut-General Sir R. O'Connor, and Major-General M. D. Gambier Parry. The R.A.F. and Royal Australian Air Force continued to harass the enemy columns as they advanced, inflicting many casualties although their operations were impeded by sandstorms.

In Eritrea, it was announced that with the capture of Massawa the prisoners in our hands amounted to 41,000.

The Iraq parliament elected Sherif Sharaf as Regent in place of Abdul Illah. The new Regent requested Rashid Ali to form a Government.

In the Houses of Parliament resolutions of thanks were passed to His Majesty's Forces in the Middle East and those at home who had contributed to their victories. Mr. Churchill gave a review of the progress of the War.

Late in the evening an enemy fighter was shot down into the sea off Ramsgate.

At night the R.A.F. carried out a heavy and very successful raid on Berlin. Emden and other objectives in north-western Germany were also attacked, and the aluminium works at Hoyanger were bombed. During the night offensive fighter patrols were active over occupied France, making a number of attacks with bombs and machine-guns.

Birmingham was the chief objective of the enemy night raids on Britain and damage and casualties were considerable. A town in North-East England also suffered severely. Bombs were dropped on a town in the West of England, at places on the East and South-East coasts, and at other widely separated points. Ten enemy aircraft were shot down by our night fighters and three by our anti-aircraft fire.

10th April.—In the course of the daylight offensive patrols carried out by the R.A.F. over the Channel and the French coast one enemy fighter was shot down. We lost one aircraft.

In the afternoon an R.A.F. attack upon the enemy base at Borkum took the defences completely by surprise. Direct hits were made upon buildings, and troops running for cover were machine-gunned. One of our aircraft was lost in this operation.

In southern Yugo-Slavia the Germans had entered Monastir. In Greece they had occupied Yanitza (West of the Vardar river) and were in contact with Empire forces South of Florina, having passed through the Monastir Gap.

The R.A.F. carried out continuous attacks upon the German communications in southern Yugo-Slavia and northern Greece, Enemy columns between Prilep and Monastir were bombed, a number of tanks being destroyed; railway stores were attacked and a petrol dump set on fire. At night German concentrations in Veles and Prilep (Yugo-Slavia) and Kilkis (Greece) were attacked by our heavy bombers, and a large motorized convoy moving southward towards Kilkis was successfully machine-gunned.

It was announced that Lieut-General Sir Henry Maitland Wilson was commanding the British Forces in Greece under the direction of General Papagos, Commander-in-Chief of the Greek Army.

Yugo-Slavia reported that in the northern sector **enemy forces had reached the river Sava** by way of Daruvar. They had also occupied Kraguyevac, advancing by way of Jagodina (both South-West of Belgrade). Zagreb (Croatia) had been entered by German troops without resistance being offered.

A German communique stated that German troops under the command of Colonel the Baron von Weichs had been advancing South after forcing the passage of the Drava river (North-East

Yugo-Slavia). Successes were claimed in central Serbia after an advance north-westward from Nis, and in southern Serbia near Krivolac.

The Germans were reported to be attempting to establish Croatia as an independent state.

Hungarian troops entered Yugo-Slavia, advancing in the direction of Subotica. The Hungarian Regent, Admiral Horthy, stated that it was the intention to recover the Hungarian lost territories and alleged that Yugo-Slavs had already committed acts of aggression against Hungary.

In Libya the R.A.F. and Royal Australian Air Force continued their attacks upon enemy troops concentrations and aerodromes. Seventeen German aircraft were destroyed on the ground at Derna aerodrome, and four others, including a troop-carrier, were shot down in aerial combat. On the Tobruk-Gazala road nearly one hundred enemy vehicles were damaged or destroyed by a combined bomber and fighter attack, and many casualties were caused. One German aircraft was shot down. An Italian aircraft was shot down into the sea North of Alexandria. At night Derna aerodrome was again attacked. In the course of all these operations two only of our aircraft were lost.

In Abyssinia the South African Air Force destroyed four, probably five, enemy aircraft on the aerodrome at Sciasciamanna, and three at Gimma where one enemy fighter was shot down. Giarso landing ground was also attacked with success.

At night, under indifferent weather conditions, R.A.F. bombers attacked targets in the Ruhr and the Rhineland, the principal objective being Düsseldorf. In more favourable weather another formation attacked the naval base at Brest where the battle cruisers "Scharnhorst" and "Gneisenau" were seen to be straddled by bombs, and damage was also done to the docks. A successful attack was also made upon the aerodrome at Mérignac. In all these night operations we lost seven aircraft.

Enemy aircraft in considerable numbers attacked Britain during the night. Much damage and many casualties were caused in Birmingham and Coventry, but little harm was suffered in the East Midlands, eastern England, the South coastal areas and the London area. Nine enemy aircraft were shot down by our fighters and one by anti-aircraft fire.

11th April.—In daylight the R.A.F. carried out an offensive sweep over the North Sea in search of enemy shipping: three enemy patrol vessels were attacked from a low level and one of them was hit. Fortified buildings on the North Frisian coast were bombed successfully by another of our formations; a single aircraft bombed an enemy supply ship off the South coast of Norway, and left it in a sinking condition. In all these operations we lost one aircraft.

In southern Yugo-Slavia the R.A.F. attacked with good effect German tank and transport columns between Monastir and Prilep. They also blew up an important road bridge at Polykastron (Vardar valley). At night, when German aircraft raided the Piraeus district, R.A.F. fighters and ground defences shot down three of them, damaging several more.

At night the Empire forces in Northern Greece began to withdraw towards the Mount Olympus-Vfstritsa river position.

According to German reports the Germans had made contact with the Italians North of Lake Ochrida, on the Albanian-Yugo-Slav frontier; German troops were advancing on Belgrade "from many directions"; and the **Yugo-Slav resistance in Croatia had disintegrated**. The Germans claimed to have reached the river Sava at several points North-West of Zagreb, and were advancing from Zagreb south-westwards towards Karlovac.

A Hungarian communique spoke of breaking the Yugo-Slav resistance between the rivers Danube and Tisza and the entry of Hungarian troops into Sombor and Subotica.

Italy reported that her troops had advanced to the Adriatic, taking Otovac, and had joined hands with the Germans at Karlovac. They had also made progress in the Zara area of the coast.

An enemy air raid on Malta resulted in two German machines being shot down and many others damaged. We lost two fighters. Another German aircraft was shot down during an air raid at night. No serious damage or casualties were caused on the island.

In Libya our troops were in contact with the enemy West of Tobruk.

President Roosevelt declared the Red Sea and the Gulf of Aden open for U.S.A. shipping which had been forbidden to enter a "combat zone."

The U.S.A., by agreement with Denmark, undertook to protect Greenland from aggression.

At night the R.A.F. carried out a successful raid on the aerodrome at Calato (Dodecanese Islands).

Enemy air raids on Britain at night had Bristol as their chief objective. Damage was extensive and casualties many. Bombs also fell at several places on the South Coast. Three enemy aircraft were shot down by our fighters and three by our ground defences.

12th April.—In the early morning a party landed from a Norwegian destroyer carried out a successful raid upon Ockfjord, near Hammerfest, in northern Norway. Stocks from a fish-oil factory were seized, the factory and other oil depots destroyed, and the harbour works blown up. A number of Germans and local "quislings" were captured.

German aircraft made another attack upon the Piraeus, also attacking and sinking the Greek hospital ship "Attiki" which was on its way to the port.

Extensive daylight operations were carried out by the R.A.F. against Germany and German-occupied territory. Enemy shipping off the Dutch coast, a power station and goods yard near Leyden and docks and petrol stores at Flushing were attacked; targets were bombed in Germany north of the Ruhr. On the island of Walcheren a gun emplacement and detachment were machine-gunned and at Zouteland a supply ship alongside the jetty was bombed and hit. Two enemy supply ships near Fécamp were bombed and machine-gunned and an enemy fighter was destroyed off Berck. A very successful low-level attack was made upon Le Touquet aerodrome, gun positions near Berck were machine-gunned and silenced, and at Hazebrouck storage tanks were attacked and another enemy fighter brought down. In all these operations we lost three aircraft.

The Free French submarine chaser No. 41, whilst on patrol, was attacked by an enemy aircraft which she shot down into the sea.

The R.A.F. continued its operations against the German forces in southern Serbia, bombing motorized convoys in the Monastir area.

The Yugo-Slav forces in southern Serbia were said to have checked the German advance and to have recaptured several villages by counter-attack. Australian and Greek troops had successful encounters with German forward detachments in the region East of Florina.

In Albania, where the weather was bad, Yugo-Slav troops were reported to have entered Durazzo. The R.A.F. bombed a motorized convoy going towards Vafona harbour.

German communiqués stated that an S.S. detachment had entered Belgrade from the North and that Italian troops had occupied Ljubljana (North-West Yugo-Slavia). Hungary reported that her troops had occupied the whole of the Baranya "triangle" (enclosed by the Hungarian frontier and the rivers Drava and Danube).

In Libya our forces had encounters with enemy mobile forces in the area Gazala-El Adem-Tobruk-Bardia. **(The enemy announced that he occupied Bardia on this day.)** The R.A.F. continued their operations, bombing and dispersing an enemy mechanized force formed up for attack near Tobruk, attacking motor transport in the Gazala area, and bombing Gazala aerodrome and an ammunition dump near Msus landing ground.

In Abyssinia R.A.F. fighters made a successful attack upon Alomata aerodrome, and South African fighters destroyed four enemy aircraft on the ground at Sciasciamanna.

German aircraft raided Malta at night and one was shot down by a fighter of the R.A.F. We lost one fighter, but the pilot was saved.

At night, in spite of bad weather, the R.A.F. continued their attack upon the naval base at Brest. Under better conditions they bombed the submarine base at Lorient and the Focke-Wulf bomber base at Mérignac. One of our aircraft was lost.

The only sign of enemy air activity over Britain during the night were a few bombs dropped in coastal regions down Channel.

The German offensive in the Balkans aimed mainly at a swift advance to the Aegean through Thrace; the separation of the Yugo-

Slav and Greek armies; a junction with the Italians in Albania; the crushing of the Yugo-Slav forces in the interior of Serbia; and the over-running of Croatia. A good measure of success was obtained. The Greeks had not sufficient means to defend Thrace and were ready to evacuate Salonika, but the German thrust through Yugo-Slavia and thence into Greece by way of the Vardar valley hardly suffered a check: meanwhile part of the exiguous Greek forces which had defended their Bulgarian frontier so valiantly were safely withdrawn from eastern Macedonia. The initial successes of the Germans in southern Serbia enabled them to begin a thrust into Greece through the Monastir "gap" also; a thin Greek and British line was established, approximately from Lake Ochrida (Albanian frontier) eastward to Florina and thence south-eastward to Mount Olympus and the sea, but a withdrawal to a shorter front had begun before the end of the week. The Germans appeared to have made contact North of Lake Ochrida with the Italians in Albania, but the extent of their successes in the interior of Serbia was hard to determine, although they had crossed the Vardar in their advance westward from Bulgaria, taking Prilep, Veles and Skoplje. Nis and Belgrade were in German hands and the over-running of northern Yugo-Slavia had presented no difficulties with Hungarian and Italian assistance: as was expected, the Yugo-Slav forces judged it wiser to withdraw from these regions. The situation in Albania was obscure, for the Yugo-Slavs were reported to have advanced down the coast and reached Durazzo. The weather, especially in Albania, was still wintry.

The course of events in Libya showed what hazards we had been compelled to run in order to concentrate important forces in Greece. The Germans and Italians, advancing from Tripolitania along the desert routes, had delivered a swift, shrewd blow, and our outnumbered troops had been rather badly hustled during their withdrawal. However, our superiority in the air had stood us in good stead, and the arrival of reinforcements—both troops and air formations, which could now be spared from East Africa—gave good hope that this second threat to Egypt might be dealt with successfully.

The work of the Royal Navy, ceaselessly engaged in the preservation of our sea communications—the "Battle of the Atlantic" as Mr. Winston Churchill had termed this phase of the struggle—could only be revealed by such announcements as that made by the Admiralty concerning our success against the U-boats. The part played by the R.A.F. was seen in the fierce attacks delivered against the enemy's naval bases and against the aerodrome at Mérignac, near Bordeaux,

whence the Focke-Wulf long-distance bombers preyed upon our shipping.

Our loss of merchant tonnage through enemy action in the week ending 30th March was a little higher than the previous week. Thirteen British (58,870 tons), five Allied (14,975 tons) and two neutral ships (3,730 tons) were sunk.

NAVY NOTES

GREAT BRITAIN

H.M. THE KING

The King and Queen made an extensive tour of the bombed areas of Portsmouth on 6th February, during which they were accompanied by senior naval and military officers.

During a tour of Clydeside on 5th March, a group of merchant shipmasters who had had their ships torpedoed were presented to their Majesties. One of the Clyde shipyards was included in the tour on this day. On 6th March the King visited Rosyth Dockyard and held an investiture. He also visited various ships and inspected Norwegian and Belgian sailors.

On 8th March, His Majesty visited units of the Fleet Air Arm.

On 15th March, the King received at Buckingham Palace Vice-Admiral Furstner, Vice-Admiral Swirski, and Rear-Admiral Diesen, Commanders-in-Chief of the Dutch, Polish and Norwegian Navies respectively.

The King and Queen visited bombed areas of Plymouth on 20th March, and also made a tour of Devonport Dockyard.

BOARD OF ADMIRALTY

In the *London Gazette* on 18th April, it was announced that the King, by Letters Patent under the Great Seal, dated 14th April, had appointed the following to be Commissioners for Executing the Office of Lord High Admiral of the United Kingdom :—

Right Hon. A. V. Alexander.

Admiral of the Fleet Sir Dudley Pound, G.C.B., G.C.V.O.

Admiral Sir Charles J. Little, K.C.B.

Vice-Admiral B. A. Fraser, C.B., O.B.E.

Vice-Admiral J. H. D. Cunningham, C.B., M.V.O.

Rear-Admiral A. L. St. G. Lyster, C.B., C.V.O., D.S.O.

Vice-Admiral T. S. V. Phillips, C.B.

Vice-Admiral H. R. Moore, C.B., C.V.O., D.S.O.

Rear-Admiral Sir Henry Harwood, K.C.B., O.B.E.

Rear-Admiral A. J. Power, C.V.O.

Sir Victor A. G. A. Warrender, Bart., M.C.

Captain Austin U. M. Hudson.

Sir James Lithgow, Bart., M.C., T.D.

Henry Vaughan Markham, Esq., M.C.

FIFTH SEA LORD.—It was announced on 17th March that the King had approved the appointment of Rear-Admiral Arthur L. St. G. Lyster, C.B., C.V.O., D.S.O., to be a Lord Commissioner of the Admiralty and Chief of Naval Air Services in succession to Vice-Admiral Sir Guy C. C. Royle, K.C.B., C.M.G., to date 14th April, 1941. Rear-Admiral Lyster was appointed to the "President," additional, for duty inside the Admiralty, to date 17th March. (See also Australia.)

FLAG APPOINTMENTS

WESTERN APPROACHES.—It was announced on 15th March that Admiral Sir Percy L. H. Noble, K.C.B., C.V.O., had recently taken up the appointment of Commander-in-Chief, Western Approaches.

The Admiralty announced on 24th March that the following Flag Officers had recently been appointed to sea commands:—

CRUISER SQUADRON.—Rear-Admiral Irvine G. Glennie.

DESTROYER FLOTILLAS.—Rear-Admiral Louis H. K. Hamilton, D.S.O.

AIRCRAFT CARRIER SQUADRON.—Acting Rear-Admiral Denis W. Boyd, C.B.E., D.S.C.

The following appointments of Flag and senior officers which had been made recently were also announced on 24th March:—

Rear-Admiral Ronald H. C. Hallifax, C.B., to be Senior Officer, Red Sea Force.

Rear-Admiral John G. P. Vivian, C.B., to be Admiral Commanding Reserves.

Rear-Admiral James W. S. Dorling to be Rear-Admiral, Malaya, and in charge of Naval Establishments at Singapore.

Rear-Admiral Charles E. B. Simeon to be Deputy Controller and Director of Naval Equipment.

Acting Rear-Admiral George H. Creswell, D.S.O., D.S.C., to be Rear-Admiral, Alexandria.

Captain John H. Edelsten to be Chief of Staff to the Commander-in-Chief, Mediterranean Fleet, with the rank of Commodore, First Class.

MEDICAL DIRECTOR-GENERAL

Surgeon Rear-Admiral Sheldon F. Dudley, C.B., O.B.E., is to be Medical Director-General of the Navy in succession to Surgeon Vice-Admiral Sir Percival T. Nicholls, K.C.B., to date 2nd July, 1941.

Surgeon Rear-Admiral Dudley has been medical officer in charge of the R.N. Hospital, Chatham, since July, 1938, and was for three years previously Deputy Medical Director-General at the Admiralty.

DIRECTOR OF THE EDUCATION DEPARTMENT

Instructor Captain A. E. Hall, C.B., C.B.E., A.R.C.S., R.N., Director of the Education Department, who was retained on the Active List by Order in Council dated 1st January, 1940, for a year after attaining the age for compulsory retirement, has been further retained in his present appointment by Order in Council dated 28th February, 1941. In view of the increased scope of his duties caused by the War, it is approved that he be advanced to the rank of Instructor Rear-Admiral, with effect from 19th January, 1941.

HONOURS AND AWARDS

In the *London Gazette* on 4th March, it was announced that the King had given orders for certain promotions in and appointments to the Military Divisions of the Order of the Bath and the Order of the British Empire in recognition of the recent successful combined operations in the Middle East. Admiral Sir Andrew Browne Cunningham, K.C.B., D.S.O., was promoted to G.C.B. in this list, in company with General Sir Archibald Wavell and Air Chief Marshal Sir Arthur Longmore.

In the *London Gazette* on 4th February, it was announced that the King had approved the award of the C.B. to Acting-Brigadier Arthur R. Chater, D.S.O., O.B.E., Royal Marines, who had been recommended by General Wavell for his distinguished services in defending British Somaliland.

A number of awards to officers and men of the Royal Navy and Merchant Navy for gallantry in action or distinguished service were announced at various dates during the past quarter.

The King has approved that the R.A.F. flying decorations the D.F.C., D.F.M., A.F.C., and A.F.M.—are to be available in future to officers and men of the Fleet Air Arm who have been lent to the R.A.F. or whose naval units operate under the command of an Air Officer Commanding in Chief. Two of the first awards to be made under this order were those of the D.F.C. to Lieutenant-Commander W. E. Waters and Sub-Lieutenant E. David, announced on 9th April.

THE NAVY ESTIMATES

The Navy Estimates for 1941-42 were introduced in token form in the House of Commons on 5th March by Mr. A. V. Alexander, First Lord of the Admiralty. In the course of a review of the work of the Navy he made the following points :—

For a war against an adversary of consequence the volume of our trade to be protected and the length of our lines of movement and supply necessitated a certain absolute strength in the various classes of ships essential for the full exercise of our sea power. But these absolute needs, calculated by the Naval Staff on the basis that we should fight this war with a naval ally, had been greatly magnified by the collapse of France which . . . deprived us of the help of the second navy in Europe. It gave the Germans a new ally in Italy, numerically far stronger at sea than they themselves and geographically well placed athwart our short route to the East.

By the conquest of the Channel ports and the bases on the French Atlantic, German submarines were able more than to halve the distance to their hunting grounds in the Atlantic. They could attack our ships much farther West and much farther South, while our escorting forces remained tied to the same bases as before. By the use of the same bases German aircraft were enabled to prey upon our convoys far out at sea and not merely in our coastal waters as before.

The numbers of ships in most classes, and especially in the destroyer class, now at sea or instantly ready for sea, was at the moment greater than at any time since the War began. The ships that would come into service during 1941 made up a formidable force. No fewer than 154 new factories or extensions of existing works had been completed during the year for Admiralty work, or were in hand.

Up to May last, the losses of British, allied and neutral ships had averaged some 40,000 tons a week. For the next seven months they remained obstinately at an average of just under 90,000 tons. During the past eleven weeks for which statements had been published they had averaged about 51,000 tons.

Aircraft attack became an entirely different problem when the enemy acquired bases on the western coast of France. Up to then his bombers had attacked only our coastal convoys, and they continued to do so, and the counter weapon at most times was there to hand in the short-range fighters of the R.A.F. From the French bases, however, the enemy was able to attack ships far out in the Atlantic. He could give an assurance that counter measures were being developed.

The enemy raider, warship or converted merchantman, was another major problem with which the Navy must deal. They were exercising all their ingenuity within the limit of their resources to frustrate this form of attack. As those resources grew so would the raiders' opportunities become fewer. For every convoy attacked, scores had come through without molestation, and great armies with their equipment had been successfully shepherded by the Navy to the Middle East without the loss of a single ship.

With the expansion of the reconnaissance forces available to the Coastal Command, the watch from above would become more difficult for the enemy to avoid. An increased number of escorts would enable us to provide greater protection for the convoys themselves. To these advantages would be added all the improvements in anti-submarine tactics and devices which experience and experiment could suggest. We continued to inflict loss upon the enemy submarine flotillas.

The defensive arming of merchant ships had proved to be justified. In December alone there were three cases in which merchantmen fought duels with submarines and had the better of the exchange. Up to the present, 27 enemy aeroplanes attempting to bomb merchantmen had been brought down by merchantmen's guns, and 15 probably had been destroyed.

The tonnage of new ships delivered from our own yards, plus the tonnage of ships acquired by the Ministry of Shipping abroad, in addition to the considerable tonnage of captured enemy ships now in our service, had replaced more than two-thirds of the tonnage of British ships lost by enemy action. The enemy had lost over 2,000,000 tons sunk, captured, or scuttled to avoid capture, and over 1,000,000 tons more were lying useless in neutral harbours.

The Admiralty salvage organization had been considerably expanded during the past year. The total tonnage rescued and saved up to 31st December, 1940, was over 1,000,000. The number of salvage vessels available was nearly twice what it was a year ago, and more were being obtained.

They had recognised the growing importance of motor craft by appointing a Flag Officer specially to co-ordinate and superintend the maintenance and development of our greatly increased motor flotillas and the training of their crews.

Personnel departments had to cope not only with the expected, but with the unexpected, for example, when the United States came to our aid in the autumn of last year with the welcome gift of fifty destroyers. Not one of these vessels had to delay its departure from Halifax for lack of a crew. Some of the American destroyers had already delivered attacks on enemy submarines. American aircraft were now in service with the Fleet Air Arm and many more were yet to come.

Canadian destroyers had taken no mean share in protecting our sea-borne trade across the North Atlantic. Australian cruisers and destroyers, and New Zealand cruisers had participated with distinction and success in the operations in the Mediterranean and Middle East, as well as in the protection of important trade and military convoys. South African naval units were making a welcome contribution in the Mediterranean, and the small but efficient Royal Indian Navy was doing valuable work in the Persian Gulf and Indian Ocean.

The First Lord paid high tribute to the naval contingents of Free France, Poland, Holland and Norway, and the Belgian Section of the Royal Navy, as well as to the valiant fight of the Greek Navy. He concluded with a tribute to the spirit of the Royal Navy and its leadership.

PERSONNEL

CADET SCHOLARSHIPS.—In the House of Commons on 18th February, the First Lord announced that a scheme had been prepared by which the Royal Naval College at Dartmouth would secure its share of the pick of the nation's youth on as wide a basis as possible. In addition to the present system of entry, which will continue unaltered, ten scholarships to Dartmouth were to be offered to candidates from grant-aided secondary schools at each entry, making thirty scholarships a year. The first entry to which this will apply will be that of September, 1941. For this candidates must be more than 13 years and 4 months and not more than 13 years and 8 months on 1st August, 1941. Applications were to be received by 10th May. The intention is that the scholarships should take the form of assistance, depending on the parents' income, towards the expenses of training and maintenance. The poorest parents would be relieved of all expenses arising out of the boy's training, including cost of uniform, clothing, and travelling expenses to and from his place of training, and including, if necessary, provision for the boy's maintenance during the holidays. The Cadet will also be supplied with the clothing required by him as Midshipman. After this he should be able to support himself. The grant of ten scholarships on each occasion will necessarily depend upon a sufficient number of suitable candidates presenting themselves.

In addition, further scholarships to a number of not more than ten on each occasion will be given to boys not coming from grant-aided secondary schools who show themselves to be equal or superior in ability to the boys who have been given scholarships from the grant-aided secondary schools. It is intended also to give one scholarship on each occasion to the son of a rating or ex-rating who has not got one of the open scholarships and who takes the highest place beneath them in the examination, provided that he shows himself superior to the average in intellectual ability.

The examinations on which scholarships are to be given require very careful consideration, since the Admiralty must secure that the candidates are fully equipped for the curriculum of Dartmouth while at the same time it is desirable that the boys from the secondary schools should be able to take the examination without any special tuition. The First Lord added: "We are making some alteration in the syllabus of the examination which we hope will achieve this in the majority of cases. If necessary, however, in making the awards I will take into consideration the age at which the candidate started his secondary course. All awards will be subject to the boy being medically fit and also being found suitable for naval service by an interview board."

Replying to suggestions in the Navy Estimates debate that the new Midshipmen will not be able to live on their pay, Mr. Alexander said that since his announcement of the new scheme he had made further inquiries among young officers and the majority assured him that they were satisfied so long as he made the promise—which he did—that the matter should be revised in the light of the circumstances when they came out, and also that steps should be taken when the time came for their promotion to Sub-Lieutenant.

NAVY RATIONS CUT.—At the beginning of March it was announced that the Admiralty, in company with the Army Council and Air Council, had agreed with the Minister of Food to effect certain reductions in the ration scales and rationing arrangements at home as a contribution to the national food and shipping situation. The following changes were approved in regard to naval rations:

All Seagoing Ships.—Daily allowance of meat is reduced from 12 oz. to 10 oz.; weekly allowance of sugar is reduced from 24 oz. to 21 oz. Instead of a weekly allowance of 10½ oz. of butter and no restriction for margarine, in future the 10½ oz. will include both butter and margarine.

Naval Shore Establishments.—Daily allowance of meat is reduced from 8oz. to 6 oz.; weekly allowance of sugar is reduced from 17½ oz. to 14 oz.; weekly allowance of tea is reduced to 2 oz. The above represents the maximum quantities of foodstuffs allowed.

All naval personnel on leave in future receive identical rations to civilians, and all naval personnel employed ashore and not victualled from Service sources and not billeted will also use civilian ration cards. Naval personnel billeted will use a naval ration card which will be identical to the civilian ration except as regards meat, where a slightly higher allowance will be provided.

NEW MECHANIC BRANCHES.—An Order in Council dated 26th March was published in the *London Gazette* on 1st April which stated that with a view to facilitating the provision of ratings for engine-room, electrical, and ordnance duties in H.M. Fleet, it was expedient to establish separate Mechanic Branches into which men can be entered for training and service. The Order sanctions for the duration of the War the institution of the following branches of the Royal Navy:—

<i>Title.</i>	<i>Relative Naval Rank</i>	<i>Pay per dsem.</i>
Junior Probationary Mechanic	Ordinary Seaman ..	2s.
Probationary Mechanic	Able Seaman ..	3s. 9d.
Mechanic, 5th class	Leading Seaman ..	5s. 1d.
„ 4th class	Petty Officer ..	7s.
Mechanic, 3rd class (after 3 years as 4th class or above)	Chief Petty Officer ..	8s. 6d.
Mechanic, 2nd class (after 7 years as 4th class or above)	Chief Petty Officer ..	9s.
Mechanic, 1st class (after 12 years as 4th class or above)	Chief Petty Officer ..	9s. 6d.

PAY OF SPECIAL SERVICE RATINGS.—An Order in Council of 29th January, published in the *London Gazette* on 7th February, provides that there shall be no difference in pay between special service and continuous service ratings, and sanctions the payment of continuous service rates in all branches.

BELGIAN SECTION OF THE ROYAL NAVY

It was announced on 3rd April that a special section of the Royal Navy for the entry, training and employment of Belgian personnel has been formed. The section will be known as the Royal Navy (*Section Belge*). Belgian personnel already serving will be transferred to it, and all future entries will be made to this section. Pay and allowances will be based on R.N. standards, and marriage and dependents' allowances the same as for allied entrants in the Royal Navy. Suitable Belgian fishing skippers will be appointed as temporary boatswains, R.N.V.R. (*Section Belge*).

MATERIAL

NEW SHIPS.—Naval data compiled on 15th February for the United States Congress indicated that the British Navy had added twenty new fighting ships to its strength in the previous three months. The list was stated to have included

two battleships, two aircraft-carriers, five cruisers, and eleven destroyers, apart from the fifty acquired from the United States. Naval strength, however, had been reduced by the loss of seven submarines.

U.S. DESTROYER TRANSFER.—At a Press conference on 22nd January, Colonel Frank Knox, Secretary of the United States Navy, stated that all the fifty U.S. destroyers traded to Britain were already "on the other side." There was possibly one exception, a destroyer which was damaged in a collision after she had been transferred, but even this vessel "may be over there now."

YEAR'S OUTPUT.—In a speech at Grantham on 8th March, Sir Victor Warrender, Financial Secretary to the Admiralty, said that by the end of March we would have completed in twelve months no fewer than 480 warships, large and small—more than five times as many as in any year since the beginning of the naval re-armament programme. Our naval men were not made extravagant by this abundance of ships. They were tending old vessels with such skill that the ships were performing feats of endurance never expected by their designers. One destroyer spent at sea 274 days of the first year of war, and steamed more than 62,000 miles.

H.M.S. "KING GEORGE V'S" GUNS.—In a speech at Doncaster on 7th February, Sir Victor Warrender said that the best was always expensive and the increase in the cost of modern fighting ships was a factor contributing to the heavy cost of the War. Whereas the guns, gun-mountings and fire control gear of the "King George V" of 1913 had cost £692,000, those of H.M. ship of the same name recently commissioned cost £2,900,000.

H.M.S. "PRINCE OF WALES."—It was announced on 25th April that H.M.S. "Prince of Wales," sister ship of the "King George V," had been completed and was in service with the Fleet. These two vessels were authorised in the 1936 naval construction programme. Three more of similar type, the "Duke of York," "Jellicoe" and "Beatty," were authorised in the 1937 programme.

H.M.S. "FORMIDABLE."—Reports of the activities of the Mediterranean Fleet in March referred to the presence in the Eastern Mediterranean of H.M.S. "Formidable." This vessel, a sister ship of the "Illustrious," damaged in a German aircraft attack in the Sicilian Channel in December, was authorised in the 1937 construction programme and laid down in June of that year. Her displacement is 23,000 tons, in conformity with the limits of the London Naval Treaty of 1936.

MERCHANT NAVY

An amended scheme of pensions and allowances for the Merchant Navy, including the Fishing Fleets and Pilotage and Lightship Services, was announced by the Minister of Pensions, Sir Walter Womersley, in a speech at Cardiff on 25th January. Under the scheme, which has been prepared with the help of the shipowners, officers and men are to receive the same rates of compensation as those applying to similar ranks of the Royal Navy. There will be allowances to families of captured mariners. Officers and men of lost ships are to receive full wages for one month following the loss, after which any compensation payable by the Ministry may be supplemented by the shipowners. Men who receive war injuries will in most cases get full wages for at least two months.

Under an Admiralty order issued on 15th February, no British ship of under 1,600 tons may go to sea, except by Admiralty permission, without a wireless apparatus capable of receiving either the home or overseas news bulletins in English of the B.B.C. All vessels to which the order applies must, when at sea, maintain radio watch at 7 a.m., 1 p.m., 6 p.m., and 9 p.m., and midnight B.S.T., to ensure that the bulletins are received.

DOMINIONS AND COLONIES

AUSTRALIA

The Admiralty announced on 17th March that the following appointment had been made with the approval of the Federal Cabinet: Vice-Admiral Sir Guy C. C. Royle, K.C.B., C.M.G., to be lent to the Government of the Commonwealth of Australia for duty as First Naval Member of the Commonwealth Naval Board, to date 15th May, 1941.

Mr. W. M. Hughes, Minister for the Navy, announced in Sydney on 10th March that Admiral Sir Ragnar Colvin, First Naval Member, had tendered his resignation because of ill-health.

Staff talks between Australia and New Zealand, the first to be held since the beginning of the War, opened in Melbourne on 10th March. The New Zealand delegates included Commodore W. E. Parry, who was in command of the "Achilles" in the action with the German Armoured Ship "Admiral Graf Spee."

On 14th February, it was announced that H.M.A.S. "Sydney," Captain J. A. Collins, had returned to Sydney after nearly a year's war service abroad. Although the cruiser had many encounters with the enemy, no member of the crew was lost, and only four were injured by bomb splinters. Mr. Hughes, in a statement of welcome, said that while abroad the "Sydney" had steamed 80,000 miles, fought a score of actions against enemy craft and shore batteries, fired 4,000 shells, and withstood 60 bombing attacks.

In an interview with the Press in London on 21st February, Mr. R. G. Menzies, the Prime Minister of Australia, said that the Commonwealth was building a range of naval vessels from "Tribal" class destroyers down. Their programme consisted of 51 ships, all of which they anticipated would be built within the next twelve months.

H.M.A.S. "Bendigo" was launched at Sydney early in March by Dame Mary Hughes, wife of the Navy Minister. The "Bendigo" will be specially equipped for mine sweeping and escort patrol duties.

Senator McBride, Australian Minister of Supply, announced in February that the Commonwealth Government was beginning immediately the building of merchant ships, for which £6,000,000 had been allocated. The Government will establish a Shipbuilding Commission to control the work.

CANADA

Commodore L. W. Murray, R.C.N., arrived in London early in February to take up the newly-created post of Commodore Commanding Canadian Ships and Establishments in the United Kingdom. He was received by the King on 5th February. At the beginning of the War he was Director of Naval Operations and Training, and Deputy Chief of the Naval Staff in Ottawa, but in October last was appointed to command the R.C.N. seagoing forces, with the rank of Commodore.

The Canadian Prime Minister, Mr. Mackenzie King, in a broadcast on 2nd February, said that the Canadian Navy, which had then 175 ships and 15,319 officers and ratings, would be expanded to a strength of 413 ships and 26,920 of all ranks by 31st March, 1942. The construction of merchant vessels will be increased, and destroyers will be built in Canadian shipyards.

The Canadian Munitions Department announced in March that the full programme of their shipyards included 70 corvettes and 60 minesweepers, besides a very large number of smaller craft and some 20 merchant ships. Ten corvettes

had then been delivered for the Royal Navy and a number for the Royal Canadian Navy, out of the 45 already launched; 14 more were expected to be launched by the end of May.

Two officers and 17 men of the Royal Canadian Navy lost their lives in March when the "Otter," a converted yacht, was lost off the coast of Canada in a sudden fire.

FOREIGN NAVIES

A summary of developments in the navies of the principal sea Powers will be found in the article commencing on p. 277 of this Journal.

GERMANY

Submarines.—In an article in a recent number of *Das Reich* some interesting details are given on submarine construction in German yards.

Submarines are mass produced. No more experiments are being made, since the standardized type is considered the most effective for attacking convoys. X-ray photographs are taken of every welding seam in submarines. In all 1,200 X-ray photographs are taken in each.

Great stress is laid on the importance of tradition in families engaged on submarine building; a pride in engineering craftsmanship is handed down from father to son.

Innumerable technicians have, since 1918, been trained in submarine maintenance, so that on the capitulation of France and subsequent acquisition of new bases, fully trained maintenance staffs were withdrawn from the army (with whom they had advanced into France) and were immediately available to take on the necessary repairs and maintenance duties of submarines.

ARMY NOTES

HIS MAJESTY THE KING

On 7th March the King and Queen inspected Polish troops in Scotland. Their Majesties, accompanied by General Sikorski, the Polish Commander-in-Chief, spent the whole day with the Polish forces. The King told General Sikorski that he was much impressed by the spirit of the Polish troops and their smartness and bearing.

On 27th March Their Majesties visited Canadian troops near Aldershot.

On 1st May Their Majesties visited the Staff College, Camberley, and the Royal Military College, Sandhurst.

AIDES-DE-CAMP TO THE KING.—His Majesty has been pleased to approve of the following appointments as A.D.C. to the King:—

Colonel C. E. R. G. Alban, D.S.O.; 27th September, 1940.

Colonel (temporary Brigadier) M. A. Studd, D.S.O., M.C.; 1st October, 1940.

Colonel W. E. Maitland-Dougall, D.S.O., M.C.; 31st August, 1940.

Colonel (temporary Brigadier) A. L. Johnston, O.B.E., Indian Army; 26th October, 1940.

Colonel (temporary Brigadier) J. F. H. Nugent, D.S.O., Indian Army; 26th December, 1940.

Colonel (temporary Brigadier) K. de L. Young, M.C., Indian Army; 26th December, 1940.

Colonel (temporary Brigadier) A. F. Lambert, M.C.; 8th March, 1941.

TO BE HONORARY SURGEONS TO THE KING.—The King has been pleased to approve of the following appointments:—

Colonel (temporary Brigadier) C. M. Finny, O.B.E., M.B., F.R.C.S. (late R.A.M.C.); 26th December, 1940.

Colonel (now Major-General) O. W. McSheehy, D.S.O., O.B.E., M.B. (late R.A.M.C.); 1st March, 1941.

TO BE HONORARY PHYSICIAN TO THE KING.—

Major-General J. A. Manifold, D.S.O., M.B. (late R.A.M.C.); 26th March, 1941.

COLONELS COMMANDANT.—The King has been pleased to approve of the following appointments:—

Lieut.-General (acting General) Sir Alan F. Brooke, K.C.B., D.S.O., to be Colonel Commandant, Royal Horse Artillery; 14th September, 1940.

Major-General (temporary Lieut.-General) Sir Wilfrid G. Lindsell, K.B.E., D.S.O., M.C., to be Colonel Commandant, Royal Artillery; 14th September, 1940.

Lieut.-General L. V. Bond, C.B., to be Colonel Commandant, Royal Engineers; 11th October, 1940.

Lieut.-General F. P. Nosworthy, C.B., D.S.O., M.C., to be Colonel Commandant, Royal Engineers; 24th December, 1940.

COLONELS OF REGIMENTS.—The King has been pleased to approve of the following appointments :—

Major-General (acting Lieut.-General) D. F. Anderson, C.B., C.M.G., D.S.O., to be Colonel of the East Yorkshire Regiment (the Duke of York's Own) ; 23rd November, 1940.

Colonel (temporary Major-General) A. Carton de Wiart, V.C., C.B., C.M.G., D.S.O., to be Colonel of the 4/7th Royal Dragoon Guards, Royal Armoured Corps ; 15th November, 1940.

HONOURS AND AWARDS

It was announced on 4th March, 1941, that the King had been pleased to grant the following honours in recognition of the recent successful combined operations in the Middle East :—

G.C.B.—General Sir Archibald P. Wavell, K.C.B., C.M.G., M.C.

K.C.B.—Major-General (acting Lieut.-General) Richard N. O'Connor, C.B., D.S.O., M.C.

G.B.E.—Lieut.-General Sir H. Maitland Wilson, K.C.B., D.S.O.

K.B.E.—Major-General N. M. de la P. Beresford-Peirse, D.S.O., A.D.C.

Colonel (temporary Major-General) M. O'M. Creagh, M.C.

Major-General Iven G. Mackay, C.M.G., D.S.O., V.D., Australian Imperial Force.

It was announced on 14th March, 1941, that the King had been pleased to grant the following honour :—

K.C.B.—Major-General (acting Lieut.-General) William G. S. Dobbie, C.B., C.M.G., D.S.O., Acting Governor and Commander-in-Chief, Malta.

On 1st April, 1941, a number of honours and awards were announced in recognition of distinguished services in the Middle East during the period August, 1939, to November, 1940. Included in these were the award of the *C.B.* to :—

Colonel (acting Major-General) B. O. Hutchison, C.B.E.

Major-General A. F. Smith, D.S.O., M.C.

On 15th April, 1941, it was announced that the King had been pleased to award the *George Cross* to :—

Second-Lieutenant (acting Captain) Michael F. Blaney, Royal Engineers (since deceased), for most conspicuous gallantry in carrying out hazardous work in a very brave manner.

PROMOTIONS AND APPOINTMENTS.

The following promotions and appointments have been announced :—

Commander-in-Chief in India.—General Sir Claude J. E. Auchinleck, G.C.I.E., C.B., C.S.I., D.S.O., O.B.E., to be Commander-in-Chief in India ; 27th January, 1941.

To be a General Officer Commanding-in-Chief.—Major-General (acting Lieut.-General) B. C. T. Paget, C.B., D.S.O., M.C. ; 15th February, 1941.

To be Lieut.-General Commanding the Troops, Sudan, with acting rank of Lieut.-General—Major-General W. Platt, C.B., D.S.O., Commandant Sudan Defence Force ; 7th January, 1941.

To be Deputy Commander-in-Chief, Middle East.—Lieut.-General Sir Thomas A. Blamey, Kt., C.B., C.M.G., D.S.O., Australian Forces; 23rd April, 1941.

Major-General A. F. Smith, C.B., D.S.O., M.C., from Deputy Chief of the General Staff to be Chief of the General Staff, with acting rank of Lieut.-General; 15th April, 1941.

General.—Lieut.-General A. F. Hartley, C.B., D.S.O., Indian Army, to be General, Indian Army; 27th January, 1941.

Lieutenant-Generals—

Major-General T. S. Riddell-Webster, C.B., D.S.O., to be local Lieut.-General; 7th January, 1941.

Major-General E. F. Norton, C.B., D.S.O., M.C., to be acting Lieut.-General; 6th August, 1940.

Major-General (acting Lieut.-General) A. N. Floyer-Acland, C.B., D.S.O., M.C., to be temporary Lieut.-General; 5th February, 1941.

Major-General E. P. Quinan, C.B., D.S.O., O.B.E., Indian Army, to be Lieut.-General, Indian Army; 12th March, 1941.

Major-Generals—

Colonel (acting Major-General) R. B. Pargiter, to be temporary Major-General; 10th January, 1941.

Colonel (local Major-General) the Hon. T. P. P. Butler, D.S.O., to be acting Major-General; 18th May, 1940.

Colonel (acting Major-General) E. H. Fitzherbert, D.S.O., M.C., A.M.I.Mech.E., to be Major-General; 17th January, 1941.

Colonel (temporary Brigadier) O. P. Edgcumbe, M.C., to be Director of Organization, War Office, with acting rank of Major-General; 11th February, 1941.

Second Lieutenant (local Brigadier) J. Buckley, D.S.O., M.C., the King's Own Yorkshire Light Infantry, to be Controller-General of Economy, with local rank of Major-General; 15th February, 1941.

Colonel (acting Major-General) L. H. Williams, M.C., R.A.O.C., to be temporary Major-General; 16th March, 1941.

Colonel (acting Major-General) G. C. Kemp, M.C., to be temporary Major-General; 30th March, 1941.

Colonel (acting Major-General) H. B. W. Hughes, D.S.O., O.B.E., to be temporary Major-General; 15th April, 1941.

Colonel (temporary Brigadier) A. R. Selby to be acting Major-General; 29th March, 1941.

Colonel (temporary Brigadier) E. F. Tickell, M.C., to be acting Major-General; 29th March, 1941.

Colonel (acting Major-General) P. S. Tomlinson, D.S.O., M.R.C.P. (late R.A.M.C.), to be temporary Major-General; 10th April, 1941.

The under-mentioned Colonels to be Major-Generals:—

(Acting Major-General) C. G. Rawson, O.B.E., M.C., A.D.C.; 14th January, 1941, with seniority 14th June, 1938.

(Acting Major-General) W. W. Green, D.S.O., M.C.; 7th February, 1941, with seniority 16th July, 1938.

(Acting Major-General) N. W. Napier-Clavering, D.S.O. ; 7th February, 1941, with seniority 28th October, 1940.

(Acting Major-General) J. G. Halsted, C.B., O.B.E., M.C. ; 7th February, 1941, with seniority 29th October, 1940.

(Acting Major-General) O. M. Lund, D.S.O. ; 21st February, 1941, with seniority 30th October, 1940.

(Temporary Major-General) M. O'M. Creagh, K.B.E., M.C. ; 1st March, 1941, with seniority 1st November, 1940.

(Acting Major-General) D. G. Watson, C.B.E., M.C. ; 13th March, 1941, with seniority 4th November, 1940.

(Temporary Major-General) R. F. B. Naylor, C.B.E., D.S.O., M.C. ; 14th March, 1941, with seniority 8th November, 1940.

The under-mentioned Colonels, Indian Army, to be Major-Generals, Indian Army :—

(Acting Major-General) T. W. Corbett, C.B., M.C. ; 22nd April, 1940.

(Temporary Brigadier) W. A. K. Fraser, C.B., C.B.E., D.S.O., M.V.O., M.C. ; 21st April, 1940.

(Acting Major-General) R. Dening, M.V.O., M.C. ; 22nd April, 1940.

(Acting Major-General) J. R. Hartwell, D.S.O. ; 22nd April, 1940.

To be Major-Generals i/c Administration :—

Major-General D. P. Dickinson, D.S.O., M.C. ; 7th January, 1941.

Colonel (temporary Brigadier) J. G. Halsted, C.B., O.B.E., M.C., with acting rank of Major-General ; 21st January, 1941.

Colonel (temporary Brigadier) D. McA. Hogg, C.B.E., M.C., with acting rank of Major-General ; 28th January, 1941.

Colonel (temporary Brigadier) R. H. Lorie, O.B.E., with acting rank of Major-General ; 7th February, 1941.

Colonel (temporary Brigadier) R. L. Bond, C.B.E., D.S.O., M.C., with acting rank of Major-General ; 20th February, 1941.

To be an Inspector :—

Major-General D. G. Johnson, V.C., C.B., D.S.O., M.C. ; 21st March, 1941.

To be Deputy Quartermaster-General :—

Colonel (temporary Major-General) R. F. B. Naylor, D.S.O., M.C. ; 7th January, 1941.

To be a Director, with acting rank of Major-General :—

Colonel (temporary Brigadier) C. G. Rawson, O.B.E., M.C. ; 3rd January, 1941.

To be Deputy Directors of Medical Services, with acting rank of Major-General :—

Colonel (temporary Brigadier) J. A. Manifold, D.S.O., M.B. (late R.A.M.C.) 15th February, 1941.

Colonel (temporary Brigadier) O. W. McSheehy, D.S.O., O.B.E., M.B. (late R.A.M.C.) ; 1st March, 1941.

To be Commanders :—

Major-General P. C. S. Hobart, C.B., D.S.O., O.B.E., M.C. (Reserve of Officers).

Major-General R. C. Money, M.C. ; 24th February, 1941.

Major-General R. Evans, M.C. ; 13th March, 1941.

To be Commanders, with acting rank of Major-General :—

Colonel (temporary Brigadier) W. H. C. Ramsden, C.B.E., D.S.O., M.C. ; 12th December, 1940.

Colonel (temporary Brigadier) R. L. McCreery, M.B.E., M.C. ; 14th December, 1940.

Colonel (acting Brigadier) Sir Oliver Leese, Bt., C.B.E., D.S.O. ; 30th December, 1940.

Colonel (temporary Brigadier) C. E. Hudson, V.C., C.B., D.S.O., M.C. ; 14th December, 1940.

Colonel (temporary Brigadier) W. M. Ozanne, M.C. ; 12th January, 1941.

Colonel (temporary Brigadier) K. E. S. Stewart, M.C. ; 1st January, 1941.

Colonel (temporary Brigadier) M. G. N. Stopford, D.S.O., M.C. ; 27th January, 1941.

Colonel (temporary Brigadier) J. S. Steele, D.S.O., M.C. ; 15th January, 1941.

Colonel (temporary Brigadier) A. K. Hay, D.S.O., M.C. (Reserve of Officers) ; 24th February, 1941.

Colonel (temporary Brigadier) P. J. Shears ; 24th February, 1941.

Colonel (temporary Brigadier) Hon. E. F. Lawson, C.B., D.S.O., M.C., T.D., Territorial Army ; 27th February, 1941.

Colonel (temporary Brigadier) F. E. Morgan ; 28th February, 1941.

Colonel E. H. Barker, C.B.E., D.S.O., M.C. ; 11th February, 1941.

Colonel (temporary Brigadier) G. I. Gartlan, C.B.E., D.S.O., M.C. ; 27th February, 1941.

Colonel J. T. Crocker, D.S.O., M.C. ; 22nd February, 1941.

Colonel (temporary Brigadier) Sir John E. Laurie, Bt., C.B.E., D.S.O. ; 30th March, 1941.

Colonel (temporary Brigadier) C. St. Q. O. Fullbrook-Leggatt, D.S.O., M.C. ; 6th April, 1941.

Colonel (temporary Brigadier) J. E. Utterson-Kelso, D.S.O., O.B.E., M.C. ; 18th April, 1941.

To be specially employed :—

Lieut.-General Sir James H. Marshall-Cornwall, K.C.B., C.B.E., D.S.O., M.C. ; 1st December, 1940.

Major-General E. L. Morris, O.B.E., M.C., from a Commander ; 11th December, 1940.

Colonel W. C. Holden, C.B.E., D.S.O., M.C., with acting rank of Major-General ; 3rd January, 1941.

Colonel (temporary Brigadier) L. E. Dennys, M.C., Indian Army, with acting rank of Major-General ; 4th January, 1941.

Major-General T. G. G. Heywood, C.B., O.B.E.; 14th November, 1940.

Colonel (temporary Major-General) F. G. Beaumont-Nesbitt, C.V.O., M.C.; 15th January, 1941.

Major-General P. J. Mackesy, C.B., D.S.O., M.C. (Reserve of Officers); 7th September, 1940.

Major-General C. F. Liardet, C.B., D.S.O., T.D., Territorial Army; 27th January, 1941.

Major-General L. H. K. Finch, D.S.O., O.B.E.; 24th February, 1941.

Colonel (temporary Brigadier) W. W. Green, D.S.O., M.C., with acting rank of Major-General; 4th March, 1941.

Colonel (temporary Brigadier) R. E. Barker, with acting rank of Major-General; 25th February, 1941.

Colonel (temporary Major-General) A. Carton de Wiart, V.C., C.B., C.M.G., D.S.O.; 6th April, 1941.

The under-mentioned have relinquished their appointments :—

Major-General A. A. Goschen, C.B., D.S.O. (Reserve of Officers), as a Commander; 19th January, 1941.

Honorary Major-General J. H. Beith, C.B.E., M.C., as Director of Public Relations, War Office; 30th January, 1941.

Lieut.-General C. J. E. Auchinleck, C.B., C.S.I., D.S.O., O.B.E., Indian Army, as G.O.C.-in-C., Southern Command; 12th December, 1940.

Major-General R. C. Money, M.C., as a Commander; 1st February, 1941.

Major-General E. O. Lewin, C.B., C.M.G., D.S.O. (Reserve of Officers), as Major-General i/c Administration; 21st January, 1941.

Colonel (acting Major-General) J. T. Crocker, D.S.O., M.C., as a Commander; 18th January, 1941.

Major-General H. Willans, C.B.E., D.S.O., M.C., T.D., Territorial Army, as a Commander; 1st December, 1940.

Major-General E. C. Gepp, C.B., D.S.O., as Major-General i/c Administration; 28th January, 1941.

Major-General F. V. B. Witts, C.B.E., D.S.O., M.C., as a Commander; 15th February, 1941.

Major-General R. V. Pollok, C.B., C.B.E., D.S.O., as a Commander; 28th February, 1941.

Major-General Sir Dudley S. Collins, K.B.E., C.B., D.S.O., as Deputy Quartermaster-General (B); 1st April, 1941.

Major-General P. J. Mackesy, C.B., D.S.O., M.C. (Reserve of Officers), a special appointment; 1st April, 1941.

Major-General J. S. Drew, C.B., D.S.O., M.C., as a Commander; 30th March, 1941.

THE ARMY IN INDIA.—The India Office has announced the following appointments and promotions :—

To be General Officer Commanding-in-Chief, Southern Command :—

Major-General (local Lieut.-General) T. S. Riddell-Webster, C.B., D.S.O., British Service; 10th March, 1941.

To be Divisional Commanders :

Colonel (temporary Brigadier) C. O. Harvey, C.V.O., C.B.E., M.C., with acting rank of Major-General; 15th October, 1940.

Colonel (temporary Brigadier) D. M. Murray-Lyon, D.S.O., M.C., with acting rank of Major-General; 17th October, 1940.

Colonel (temporary Brigadier) A. E. Barstow, M.C., with acting rank of Major-General; 28th September, 1940.

Colonel (acting Major-General) W. A. K. Fraser, C.B., C.B.E., D.S.O., M.V.O., M.C.; 15th January, 1941.

To be District Commanders :—

Colonel (temporary Brigadier) R. Denning, M.V.O., M.C., with acting rank of Major-General; 12th November, 1940.

Major-General E. P. Quinan, C.B., D.S.O., O.B.E.; 12th March, 1941.

Colonel (temporary Brigadier) R. B. Deedes, O.B.E., M.C., with acting rank of Major-General; 12th March, 1941.

To be acting Major-General :—

Colonel (temporary Brigadier) G. M. Fitzgerald, M.C.; 16th January, 1941.

THE ARMY IN PARLIAMENT.

On 6th March, 1941, Captain Margesson, Secretary of State for War, introduced the token Army Estimates and told the House of Commons of the achievements and progress of the Army during the past twelve months.

After paying tribute to the staunch military quality of the British Expeditionary Force in France, he referred to the brilliant operations of the Army of the Nile which had resulted in the destruction of a whole Italian army estimated to exceed 150,000 men. Our losses in these and all other operations in the Middle Eastern theatre, including East Africa, between 30th November, 1940, and 11th February, 1941, totalled 1,774, of which 438 were killed, 1,249 wounded and 87 missing.

The great handicap to the British Army had been a lack of adequate modern equipment. In the evacuation from France the B.E.F. lost nearly all the equipment which had been accumulated, and the situation in June last was unenviable. It was fortunate that part of the war reserves of the B.E.F. had been stored in England, and stores were also got away from depots South of the Somme. The transformation effected in the one month of June was perhaps unequalled in the history of the British Army. By the end of the month practically the whole of the original B.E.F. had been reformed and the units provided with a quota of arms and transport.

The present position was that most of the major formations were comparatively well equipped, and we were now able to form new divisions. In addition, large reinforcements of equipment had been sent to the Middle East; Dominion troops had been provided with weapons and transport; and material aid had been supplied to our Allies. The equipment position had greatly improved, but gave no cause for complacency. There were still serious gaps.

While rightly encouraged by our recent successes, we must never forget the perils nearer home. The danger of invasion was very real. Our troops in Great Britain were continuously being trained to meet any eventuality. They could be

divided broadly into two categories—the static defences and the field formations. Every endeavour was being made to improve the system of static and mobile defence from day to day.

In referring to the system of selection of officers, the Secretary for War quoted figures to emphasise the impartiality shown. He insisted that merit must be the only criterion and that it was vitally important to maintain the standard of our junior officers at a very high level.

Training was of supreme importance, and we must set our faces against demands for the use of troops in this country which would have the effect of depriving them of this primary need. The only exception to be made was when the Army was called upon by the civil power as a result of enemy air attack. It was the Government's policy to hold centrally bodies of skilled and unskilled troops which could immediately be sent to the aid of any stricken area.

The Pioneer Corps had been greatly expanded and some of the Army intake of the lower physical standards had been transferred to it. Its ranks had been thrown open to foreigners, and there were now over five thousand alien subjects in the ranks. Over 10,000 Pioneers were now at work in London clearing debris and repairing vital services.

The Home Guard were having certain troubles, mainly due to the general shortage of equipment. There were also many details of administration which needed to be tidied up. The problem was being worked at as one of first priority. The Home Guard were doing a fine job.

Captain Margesson mentioned the Army Welfare organization, which was doing such good work in stimulating the well-being and moral content of the individual soldier. He also referred to the unavoidable necessity of requisitioning private property.

Certain reductions had been made in the Army ration. This had been accepted cheerfully by the troops as a matter of justice. Steps were being taken to avoid waste due to bad cooking or faulty catering. At the outbreak of war the Army had 4,000 trained cooks. The number now was just under 40,000, and in addition there were 4,500 A.T.S. cooks. There were three main schools of cookery in this country and over one hundred cookery training centres. In addition, there were five training centres for messing officers, and the monthly output of these officers was 460. As a whole, Army catering was pretty good, and improvement was going on all the time.

Waste was not confined to food, and the Army was determined that the country should get good value for its money. The Secretary for War had decided to appoint, under the Quartermaster-General, a Controller-General of Economy charged with seeing that the utmost possible economy consistent with efficiency was secured.

GENERAL

SERVICE RATIONS REDUCED.—Certain reductions have been made in the ration scales and rationing arrangements of the Services at home and stationed overseas, so as to help the national food and shipping situation. In the Army and Royal Air Force the alterations in the ration scales include reductions in the allowance of meat, sugar and tea. All male and female members of the Services in sedentary occupations, except those billeted with subsistence, have their scale of rations reduced to that of civilians.

WOMEN'S AUXILIARY TERRITORIAL SERVICE.—The War Office announced in March that in view of the increasing size of the Auxiliary Territorial Service and the new duties which it may be required to undertake, the Secretary of State for War had decided to strengthen the administration of this service by the appointment of an Inspector of the Auxiliary Territorial Service, whose duty it would be to visit units in all commands, to advise, and to suggest improvements and new developments.

She would be a member of the A.T.S. Directorate and would have a seat on the A.T.S. Council, so that her recommendations may carry the fullest weight. She would rank as a Controller and, as Inspector of the Service, she would have direct access to the Joint Parliamentary Under-Secretary of State, Sir Edward Grigg, who is, the member of the Army Council responsible under the Secretary of State for all questions of policy relating to this service.

The Secretary of State selected for the appointment Senior Commandant Jean Knox.

CANADA

INDUSTRY AND WAR OUTPUT.—It was reported from Ottawa in *The Times* of 11th March that Mr. Howe, Minister of Munitions, had announced a plan for organizing Canada into industrial zones, each with a chairman and committee, co-operating with the Department of Munitions and Supply, for harnessing all possible industrial resources to the needs of the war programme.

HOME DEFENCE TRAINING.—It was announced in Canada on 5th February that the basic training period for home defence would be extended from one month to four, followed by two months' advanced training. All physically fit men of 21 would be liable and 6,000 to 6,500 would be called up monthly, the intention being to pass 72,000 through the camps each year.

OVERSEAS ARMY PROGRAMME.—On 11th March the Minister of Defence stated that the programme agreed on with the British Army chiefs during his recent visit called for the despatch overseas in 1941 of four major groups—the remainder of the Canadian Corps, a Third Division, the Army Tank Brigade and the new Canadian Armoured Division.

AUSTRALIA

It was announced in Canberra on 4th April that the Australian and New Zealand Governments had decided to establish a Permanent Joint Committee, consisting of two Ministers of each country, to consider common defence and economic problems.

SOUTH AFRICA

The war effort of the Union of South Africa is worthy of notice. Stimulated by the wise direction and courageous vigour of General Smuts and his Deputy Prime Minister, Colonel Reitz — notwithstanding the powerful political opposition of a party which, though divided within itself, is united in opposing participation in the war—the country has responded in no half-hearted manner.

The white population of the Union totals only a little over 2,000,000—men, women and children. The South African Army now numbers something like 120,000. All these men have been raised on a voluntary basis and have taken the oath to serve anywhere in Africa.

Since the beginning of the war there has been great industrial development in South Africa. The urgent need of Britain after the collapse of France threw the country largely on its own resources. Nearly all its military equipment, except

small arms and aircraft, is now either manufactured or finished in the Union. For instance, armoured cars are built of South African steel on imported chassis; the bodies of all transport vehicles are made in the country; the Union produces its own ammunition (with a surplus for other Dominion armies) and its own bombs; trench mortars have been turned out in large numbers; in February the first batch of locally made howitzers was handed over to the Army. The supply of sufficient skilled labour in the factories and workshops is a difficulty, as it is considered politically undesirable to employ African labour on skilled work; but the problem is being tackled with resolution and vigour.

INDIA

INDIA'S WAR EFFORT.—Presenting the annual Budget to the Indian Legislative Assembly on 28th February, 1941, Sir Jeremy Raisman, the Finance Member, said that the strengthening of all arms of the defence services was going forward with speed and energy, involving an additional expenditure of 24 crores this year and 35 crores next. Over 500,000 men were under arms, and further expansion was proceeding. Provision was being made for raising new armoured and field artillery regiments, Regular infantry battalions, engineer units, more motor transport sections, and all the highly trained specialized ancillary forces needed in modern warfare. Training establishments for mechanical transport, signals, and sapper and miner units had greatly increased.

Improvements in supply were making it possible to transform all the existing cavalry into armoured and light-armoured regiments and to raise additional regiments of cavalry. The British Government had agreed to an arrangement under which India would receive a substantial fixed proportion of the output of military equipment from Britain. As the result of the steady supplies of all kinds of equipment, hitherto unobtainable in India but now forthcoming, the authorities would be enabled to push forward with the modernization of their defences. Many new units had been raised and were now completing their training; some had already taken up active parts. It was impossible to exaggerate the importance of adequate training establishments. The training of the Indian Army had been proved beyond question by the part that Indian troops had played in the recent great victories, where they overcame well-armed and numerically far superior forces at a surprisingly small cost to themselves. There was no intention to sacrifice efficiency for numbers, and the Government of India were determined to follow as closely as possible the high standards already set.

INDIAN TROOPS IN MALAYA.—The Indian contingent in Malaya has made a very favourable impression locally. During a tour of the Malayan defences last February Air Chief Marshal Sir Robert Brooke-Popham, Commander-in-Chief in the Far East, visited a number of Indian units. In an interview afterwards he said: "I was most impressed by what I saw of the Indian soldiers. They are a fine set of fellows and seem to have made themselves perfectly at home in this country. I visited one unit stationed at a comparatively isolated town on the East Coast. The day before about 7½ in. of rain had fallen, yet the Indian troops were in excellent spirits. They did not seem to mind at all. I saw some of the Indian units in training. What I saw convinced me that they are a really efficient body of men, eager and keen to work hard, and I have perfect confidence in their ability to perform the duties allotted to them."

INDIAN GALLANTRY IN ERITREA.—Early in April the following message from Mr. Churchill was conveyed to the Indian Army by the Viceroy: "The whole Empire has been stirred by the achievement of the Indian forces in Eritrea. For

me the story of the ardour and perseverance with which they scaled and finally conquered the precipitous heights of Keren recalls memories of the North-West Frontier of long years ago, and it is as one who has had the honour to serve in the field with Indian soldiers from all parts of Hindustan, as well as in the name of his Majesty's Government, that I ask your Excellency to convey to them and to the whole Indian Army the pride and admiration with which we have followed their heroic exploits."

RECRUITING POLICY FOR THE INDIAN ARMY.—In the Council of State at Delhi on 6th March, 1941, an Opposition resolution was withdrawn in favour of an Amendment brought forward by General Sir Claude Auchinleck, the Commander-in-Chief. General Auchinleck's substitute resolution said :—

" This Council, while recognizing that to begin with the Army should be most speedily expanded only on the existing basis of recruitment, recommends to the Governor-General in Council that the Army authorities should now review the sources of man-power throughout the country, and should exclude no class or area from consideration for recruitment in the formation of new units."

General Auchinleck outlined the historical causes which led to the composition and organization of the present Army. He indicated that the rigid class system of recruitment which had emerged from these historical causes was now being modified, but added that to attempt to introduce radical alterations in the system of organization during the war would be a hazardous experiment. He pointed out that the raising of new units from the new classes would not curtail opportunities for those elements in Northern India of which the authorities would always make the fullest use.

According to the correspondent of *The Times*, General Auchinleck's presentation of the Government's case deeply impressed the House and elicited the view from the Opposition benches that the new Commander-in-Chief obviously desired to create a fresh atmosphere in the treatment of the defence question. The debate reflected the policy which General Auchinleck has striven to encourage since his arrival in India, that Army matters should be regarded by the Legislature and people of India as a primary concern of their own. His sympathetic attitude towards those holding definite political views on defence questions has already had a strong influence in harmonizing and improving relations between the Army authorities and popular spokesmen on military matters in the political parties.

MALAYA

In February, 1941, a contingent of Australian troops arrived at Singapore to reinforce the Imperial garrison in Malaya which now includes British, Australian and Indian personnel and is of considerable size. The Commander-in-Chief in the Far East, Air Chief Marshal Sir Robert Brooke-Popham, has his General Headquarters at Singapore.

It was announced in the Press on 1st April that further considerable military reinforcements had reached Malaya from India.

The Colonial Office announced in April that, on the recommendation of the Commander-in-Chief, Far East, and the G.O.C. Malaya, it had been decided to expand the Malay Regiment. The Malay Regiment, which was founded in 1933, is part of the forces of the Federated Malay States. Malays from other parts of the Peninsula can, however, be enlisted.

FOREIGN

UNITED STATES

Tanks are one of the vital items on the list of supplies to be sent to Britain under the Lease-and-Lend Act. It has been announced in the Press that the first medium-weight tank of the new British-American design was completed on 19th April and that before long the American factory producing it will be turning out three a day.

AIR NOTES

ROYAL AIR FORCE

THE DUKE OF KENT

Group Captain H.R.H. the Duke of Kent has consented to become Chairman of the Royal Air Force Benevolent Fund in succession to the late Lord Wakefield.

Owing to the great expansion of the R.A.F. and the increased responsibility for the welfare of personnel, the Council of the Fund has set up an Appeals Committee. Lord Riverdale, who has been actively connected with the R.A.F. as Head of the British Mission which negotiated the Empire Air Training Scheme with the Dominion Governments, has agreed to become Vice-Chairman of the Fund and Chairman of the Appeals Committee. Mr. B. T. Rumble has undertaken the Secretaryship of the Committee in an honorary capacity and the offices of the Committee will be at 1, Sloane Street, S.W.1.

THE DUCHESS OF GLOUCESTER

The Duchess of Gloucester, Air Commandant, inspected detachments of the Women's Auxiliary Air Force at R.A.F. stations in the North of England on 11th and 13th February; in the South of England on 20th and 28th February; in the South-West of England on 3rd, 4th and 5th March; in the Midlands on 4th April; and in the Eastern Counties on 8th April.

HONOURS AND AWARDS

MIDDLE EAST CAMPAIGN.—On 4th March, in the honours approved by the King in recognition of the successful combined operations in the Middle East, were the following:—

G.C.B.—Air Chief Marshal Sir Arthur M. Longmore, K.C.B., D.S.O.

C.B.—Air Commodore Raymond Collishaw, D.S.O., O.B.E., D.S.C., D.F.C.

Sir Arthur Longmore had been Air Officer Commanding-in-Chief, Middle East Command, since May, 1940; and Air Commodore Collishaw, Air Officer Commanding, Bomber Group, Middle East.

OPERATIONAL COMMANDS.—On 17th March, it was announced that the King had approved the following awards (among others) in recognition of distinguished services rendered in Operational Commands of the Royal Air Force:—

C.B.—Air Vice-Marshal Norman H. Bottomley, C.I.E., D.S.O., A.F.C., Air Vice-Marshal Francis J. Linnell, O.B.E., Air Vice-Marshal George R. M. Reid, D.S.O., M.C., and Air Vice-Marshal Richard E. Saul, D.F.C.

C.B.E.—Acting Air Vice-Marshal Geoffrey R. Bromet, D.S.O., O.B.E., Air Commodore Edwin S. Goodwin, A.F.C., and Group Captain George M. Lawson, M.C.

D.S.O.—Among a number of awards during the past quarter in recognition of gallantry displayed in flying operations against the enemy were the following appointments to the Distinguished Service Order:—

Wing Commander J. A. Powell, O.B.E., No. 149 Squadron, who, on a night in January, 1941, made an attack on the oil storage plant and refinery at Porto Marghera, Italy, from seven hundred feet, and then flew on to Padua, where the aerodrome was machine-gunned from only twenty feet.

Squadron Leader P. B. B. Ogilvie, who, in March, undertook an important daylight reconnaissance with valuable results, involving a flight of over 1,100 miles, and who had then completed 15 daylight reconnaissances.

Lieutenant R. H. Kershaw, No. 3 Squadron, South African Air Force, who, in March, 1941, during an attack on Diredawa aerodrome, descended in enemy territory and rescued his flight commander who had made a forced landing, the latter officer flying back to base sitting on Lieutenant Kershaw's knees.

Squadron Leader J. R. Gordon-Finlayson, D.F.C., No. 211 Squadron, who had completed over a hundred operational sorties both by day and night.

WAZIRISTAN MEDAL.—The King has commanded that the India General Service Medal, 1936, with clasp "North-West Frontier, 1937-1939" be granted to personnel of the Royal Air Force who took part in certain operations in Waziristan during 1937, 1938 and 1939. The operations covered three periods—from 16th December, 1937, to 31st December, 1938; between 16th June and 1st November, 1938; and from 1st January to 31st December, 1939. The areas in which service with R.A.F. units will qualify for the grant of the medal and clasp lie between the Indo-Afghan frontier, the River Indus and Baluchistan. They include parts of Kurram, Kohat and Bannu. Officers and airmen who served with R.A.F. units which operated from Peshawar, Risalpur, Kohat and Fort Sandeman during the same periods will also be eligible for the medal and clasp. Those previously awarded the medal will receive the clasp only, and neither medal nor clasp will be issued to R.A.F. personnel while serving during the present war.

PROMOTIONS

The following promotions were made with effect from 10th January, 1941:—

Air Commodores (acting Air Vice-Marshals) to be Air Vice-Marshals (temporary).—L. D. D. McKean, O.B.E.; R. Graham, D.S.O., D.S.C., D.F.C.; G. B. A. Baker, M.C.; R. M. Drummond, D.S.O., O.B.E., M.C.; F. J. Linnell, O.B.E.; J. O. Andrews, D.S.O., M.C.; C. W. Nutting, C.B.E., D.S.C.

Air Commodore to be Air Vice-Marshal (temporary).—J. C. Slessor, D.S.O., M.C.

The following Air Commodores are granted the acting rank of Air Vice-Marshal.—F. H. M. Maynard, A.F.C., 14th February, 1941; R. L. G. Marix, C.B., D.S.O., 21st February, 1941; D. F. Stevenson, D.S.O., O.B.E., M.C., 17th February, 1941.

The following Group Captains are promoted to the temporary rank of Air Commodore.—C. R. Carr, D.F.C., A.F.C.; T. W. Elmhirst, A.F.C. (acting Air Vice-Marshal); L. H. Cockey; J. W. B. Grigson, D.S.O., D.F.C.; E. S. Goodwin, A.F.C.; R. V. Goddard, C.B.E.; D. Colyer, D.F.C. (all 1st December, 1940); J. W. Cordingley, C.B.E. (acting Air Commodore) (10th January, 1941).

C. O. F. Modin, C.B.E., D.S.C.; H. K. Thorold, D.S.C., D.F.C., A.F.C.; E. L. Howard-Williams, M.C.; H. S. Kerby, D.S.C., A.F.C.; F. W. Walker, D.S.C., A.F.C.; F. J. Vincent, D.F.C.; A. Durston, A.F.C.; H. E. P. Wigglesworth, D.F.C.; E. B. C. Betts, D.S.C., D.F.C.; G. H. Boyce, A.F.C.; H. W. L. Saunders, M.C., D.F.C., M.M.; L. N. Hollinghurst, O.B.E., A.F.C.; A. P. M. Sanders; R. P. M. Whitham, O.B.E., M.C.; L. G. Le B. Croke, C.B.E.; P. F. Fullard, C.B.E., D.S.O., M.C., A.F.C. (all with effect from 1st March, 1941).

A number of promotions (temporary) to Group Captain, Wing Commander and Squadron Leader were also announced with effect from 1st March, 1941.

Medical Branch.—Air Vice-Marshal H. E. Whittingham, C.B.E., appointed Director-General of R.A.F. Medical Services, *vice* Air-Marshal Sir Victor Richardson, K.B.E., C.B., is promoted to the acting rank of Air Marshal (temporary), 1st March, 1941.

APPOINTMENTS

In the *London Gazette* on 28th March, it was announced that Air Commodore Charles E. H. Medhurst, O.B.E., M.C., is appointed Assistant Chief of the Air Staff (Intelligence), and is granted the acting rank of Air Vice-Marshal to date 1st March, 1941. He was Deputy Director of Intelligence at the Air Ministry from 1934 to 1937, and afterwards Air Attache in Rome, Durazzo, Athens and Berne.

The Air Council has appointed Mr. A. H. Whyte as Air Ministry Gardening Officer. He will assist home stations in planning increased food production. Mr. Whyte was formerly County Horticultural Adviser to the Shropshire County Council.

DEATH OF AIR VICE-MARSHAL BREESE

The Air Ministry announced on 6th March that Air Vice-Marshal Charles Dempster Breese, C.B., A.F.C., had been killed on active service as the result of a flying accident. He was appointed Air Officer Commanding No. 18 (Reconnaissance) Group in September, 1938, and had previously commanded No. 17 (Training) Group. He was born in 1889, was educated at Magdalen College School and the R.N. Engineering College, Keyham, and was commissioned as Engineer Sub-Lieutenant, R.N., on 1st August, 1909. In 1913 he qualified as an air pilot and was appointed Instructor in Theory and Construction at the Central Flying School. During the War of 1914-18 he served with the R.N.A.S. in France, and as Chief Technical Instructor at Cranwell. He had since served in India and Iraq, and was awarded the C.B. for the Kurdistan operations in 1931-32.

THE AIR ESTIMATES

Sir Archibald Sinclair, Secretary of State for Air, introduced the Air Estimates in token form in the House of Commons on 11th March. The following were the principal points from his speech:—

In the last ten months, in two theatres of war, the R.A.F. has fought against very great odds, but not without success, as the destruction, mainly by our incomparable fighter squadrons, of some 4,250 German and 1,100 Italian aircraft for the loss in combat of fewer than 1,800 of our own, the security of our shores, and the part played by the R.A.F. in the disruption of the Italian Empire, combine to testify.

Our bombers had made 260 raids on aerodromes and seaplane bases, 300 on docks and shipping, 470 on railways and communications, and 630 on industrial targets, all these in Germany. In addition, very many heavy raids had been made on objectives in occupied territory.

In all their varied activities of reconnaissance across the sea, convoy patrol, attacking warships, U-boats and merchant vessels, and photographing and bombing enemy bases, aircraft of the Coastal Command in the last ten months had flown 16,000,000 miles.

Squadrons of Canada, Australia, New Zealand and the Rhodesias, squadrons manned by men from India and Newfoundland, and from all the Colonial Empire, were playing their part in the battle. Day by day, in the Middle East and at home, their achievements redound to the honour of their own lands and of the Empire.

A great and increasing element in our strength was contributed by the air forces of our Allies—the squadrons of Poland, Czecho-Slovakia, and of Holland, and the Free French, Belgian and Norwegian airmen who are fighting with the R.A.F. Another squadron of which more would be heard before long was the Eagle Squadron, mounted on Hurricanes and manned by American pilots.

The strength of one R.A.F. Command alone exceeds the total peace time strength of the R.A.F. by nearly 50 per cent., while two other Commands had a strength equal to more than half the peace time total. This expansion would be enormously accelerated during 1941-42.

The Air Council had paid special attention to the question of welfare, games, physical fitness and education; to the very great problem of cold, to the supply of oxygen at high altitudes, and to night vision. Good results had been achieved in detecting and dealing with signs of flying strain, the incidence of which had been considerably lower than was expected before the War.

The success of the Empire Air Training Scheme had surpassed all expectations. Men trained under it are now daily flying against the enemy. In addition to the large scale schemes, the Colonial Governments in Malaya, Trinidad and Bermuda had themselves devised arrangements for giving elementary flying training. A full scale training organization is being formed in India to train pilots for the R.A.F. in India and for the Indian Air Force. In Burma, also, a flying training organization had been established. In addition, we had transferred abroad a number of schools from this country.

Later models of Spitfires and Hurricanes were in service, with more powerful engines and heavier armament. The new Hawker Tornado is equipped with engines of nearly twice the horse-power of the fighters which bore the brunt of the Battle of Britain, and can carry still heavier armament and yet obtain speeds well in excess of 400 m.p.h. Other engines of as great or even greater power are coming on. In the twin-engine fighter types, we had the Whirlwind, and for long range fighter operations and for night fighting, the Beaufighter, each with a very heavy armament.

Of the bombers, the Hampdens, Wellingtons and Whitleys had in the past constituted the R.A.F.'s main offensive armament. The latest models of these are fitted with more powerful engines, and some, although the name remains, are really quite different aircraft. But these are being replaced by a range of very much heavier bombers, including the Stirling, Manchester and Halifax. These bombers are more than twice the size of any earlier type.

The R.A.F. is now on the threshold of its period of greatest expansion, and will be absorbing the products not only of British, but of American industry. The latter include such fighters as the Brewster Buffalo and the Mohawk and Tomahawk, built by the Curtiss Company; the Glen Martin Maryland, a medium bomber which has shown its ability to outpace Italian fighters; and the Douglas Boston, which was sufficiently fast and manœuvrable to undertake night fighter operations as well as its designed function. The Consolidated Liberator type of heavy bomber will give us an aircraft with high speed and huge bomb load capacity. From the Consolidated Company also comes the P.B.Y. Catalina flying-boats which, with their great range, form an essential reinforcement of the Coastal Command.

In consultation with the Army Council the Army Co-operation Command was established in December to secure the most effective basis of co-operation between the Army and R.A.F. Its primary function is to organize, experiment and train in all forms of joint undertaking between the two Services.

The Coastal Command, whose operations have always conformed to the requirements of the Admiralty, is being further strengthened. Aerodromes have been developed from which our aircraft may guard more easily the Western Approaches; aircraft of greater endurance and longer range are being brought into service; and the technical apparatus which enables the aeroplane more readily to hunt the U-boat is being steadily improved.

The predominant theme of Air Ministry policy is attack—the attack upon the very sources of German military power.

He would not be optimistic about the menace of the night bomber. Attacks more severe than any yet experienced might well come upon us. But our methods of defence are gradually improving, and we shall exact from the night bombers an increasing toll.

Leaving out of account reserves, we have destroyed half the Italian first line; we have certainly destroyed much more than half the German first line. But the Italian output is not entirely negligible, and the German output continues at a high level.

The strength of the R.A.F., in spite of tremendous battles and a continuing offensive, is very much greater now than it was when the Battle of Britain began last August, both absolutely and relatively to the air strength of Germany.

ROYAL OBSERVER CORPS

The Secretary of State for Air announced in Parliament on 9th April that the King has approved that the Observer Corps shall in future be known as the Royal Observer Corps. The honour has been granted "in recognition of the valuable services rendered by the Observer Corps over a number of years."

AIR TRAINING CORPS

Excellent progress has been made with the development of the Air Training Corps, the formation of which was announced in the last issue of the *Journal*.

In his speech on the Air Estimates, Sir Archibald Sinclair said that the scheme was launched on 1st February with the double purpose of providing boys between 16 and 18 with basic training which will be of value to them in the R.A.F., and of bringing up to the standards of entry into the R.A.F. boys who would otherwise be unable, on physical or educational grounds, to reach them. It was the first ever launched to cover the youth of the country as a whole, and at that date (11th March), after 5½ weeks of existence, the number of units formed was 1,051, of which 661 were local units and 390 school units. The total number of boys enrolled was over 130,000. Considering that the total number of boys in the country aged between 16 and 18 is about 750,000, this was a good beginning.

A cap badge and buttons of new design have been approved by the Air Council for wear with uniform of the Air Training Corps. Both badge and buttons are in white metal, chromium plated, and the design embodies an eagle in flight, the emblem of the R.A.F. Members of University Air Squadrons, which are affiliated to the A.T.C., will wear a somewhat different uniform, having an open neck similar to that of the airmen of the R.A.F.

WOMEN'S AUXILIARY AIR FORCE

In answer to a question in the House of Commons, Captain Balfour, Under-Secretary of State for Air, announced that the Women's Auxiliary Air Force will be given full Air Force status. He also announced that it is proposed to increase considerably the strength of the Force.

Since its introduction as a separate body in June, 1939, from the R.A.F. Companies of the Auxiliary Territorial Service, the W.A.A.F. has steadily expanded both in numbers and in the scope of its duties. Starting with only a few trades, mainly of a domestic kind, the activities of the Force now include more than a dozen technical and semi-technical trades, as well as such work as cooking, sick-room attendance and driving.

It was announced in April that as an experiment a limited number of W.A.A.F. personnel were being given a fortnight's special course arranged by the R.A.F. Balloon Command. If this proved successful, girls were to replace men gradually on balloon sites, setting the men free for other duties.

In a broadcast tribute on 27th March, the Duchess of Gloucester spoke of the calm courage with which the airwomen had faced their share of concentrated attack from the air, and when the whole story could be told, the world would be truly amazed to hear what intensely important work the W.A.A.F. had done towards victory.

MISCELLANEOUS

A distinctive badge has been approved by the King to be worn by personnel of the bomb disposal squads of the R.A.F. It depicts a bomb with the letters "B" and "D" on either side, within a laurel wreath. Personnel of R.A.F. bomb disposal squads will wear the badge on the right upper sleeve of the service dress jacket.

A change has been made in the colours of R.A.F. fighter aircraft. Formerly the underside of both wings was duck-egg blue. Now the under surface of the port wing is to be black, the starboard wing remaining blue. The red, white and blue rings with a yellow surround remain.

An R.A.F. officer recently broke the record for the Meteorological Flight by making 600 weather "climbs" to 25,000 feet. The previous individual best was 586. The record-breaking pilot, a Flight Lieutenant, was recently promoted to command the Flight, which he had joined as a sergeant pilot in March, 1939.

Peregrine falcons may now be destroyed by authorised persons in the counties of Cumberland and Westmorland, by order of the Air Ministry. These birds prey on pigeons, and are dangerous to the homing pigeons employed to carry despatches from R.A.F. aircraft over the sea to shore stations.

DOMINIONS AND COLONIES

EMPIRE AIR TRAINING SCHEME

In a statement in February on the new Supplementary Air Training Agreement, signed by Sir Archibald Sinclair and Colonel Ralston, Canadian Minister for Defence, on 7th January, Mr. Mackenzie King, the Canadian Prime Minister, said that in September next the situation would be reviewed to determine whether the schedule of training and the number of squadrons can be maintained or accelerated, and also to consider the position regarding the organization of the "many thousands" of Canadian pilots, air gunners, and observers who would now be required for the 25 Canadian squadrons which are to be sent oversea. He announced that all Canadian graduates of the Empire Air Training Scheme would continue to wear the uniform of the Royal Canadian Air Force, even if they were not serving in Canadian formations.

The following details of progress were given by the Aeronautical Correspondent of *The Times* in its issue of 11th March, 1941. Although the date for the opening of the last training school is 1st September next, it is probable that it will be ready

by 1st July. The estimated cost of the scheme was 600,000,000 dollars, spread over three years, but it is now estimated to cost nearly 1,000,000,000 dollars (£225,000,000), of which the Canadian share will be 853,000,000 dollars instead of 350,000,000. Already 25,000,000 dollars has been or is being spent for schools outside the scheme which are occupied by British airmen. It is estimated unofficially that there are 10,000 students enrolled, while from 15,000 to 20,000 more will be enrolled for air crew duties this year. There are fifty schools in operation under the scheme, with thirty-three yet to be opened. Sixteen elementary flying schools out of a total of twenty-six are in operation; nine service flying schools out of sixteen; five observer schools out of ten; three bombing and gunnery schools out of ten; two initial training schools out of three; two wireless schools out of four; and one air navigation school out of two.

Mr. C. G. Power, the Dominion Air Minister, stated recently that Canada was now emerging as the fourth air Power in the world. She was outstripping the United States in producing trained air crews.

AUSTRALIA

Speaking on the Australian war effort to Empire Press representatives at the Ministry of Information on 21st February, Mr. R. G. Menzies, the Australian Prime Minister, said that in the air when war broke out they were building a Royal Australian Air Force to a total pilot strength of a little over 400. Under the Empire Air Training Scheme they proposed by some stage next year—and they were well ahead of their schedule—to produce not 400, but 26,000 pilots, gunners and observers. He had seen some of these airmen in the front line of operations at Benghazi, where they had been shooting down something like fourteen to one.

Mr. McEwen, the Australian Minister for Air, announced on 23rd January that R.A.A.F. squadrons serving overseas will be more than doubled in the next few months, and redoubled within a comparatively short period. The squadrons posted overseas will be distinctively Australian, with a small proportion of R.A.F. personnel in the initial stages, who will gradually be displaced by R.A.A.F. ground staffs as the latter become available. Senior R.A.A.F. officers will be given the opportunity to serve overseas.

The appointment of Air Marshal Sir Charles Burnett, K.C.B., C.B.E., D.S.O., who became Chief of the Air Staff of the Royal Australian Air Force in February, 1940, has been extended for one year. Sir Charles Burnett arrived in Singapore in January to discuss matters of mutual interest with Air Chief Marshal Sir Robert Brooke-Popham, Commander-in-Chief in the Far East.

CANADA

Canadian pilots and air crews trained under the Empire Air Training Scheme will be incorporated into squadrons of the Royal Canadian Air Force up to the number of twenty-five in addition to the three R.C.A.F. squadrons already serving in the United Kingdom. This was announced by the Canadian Prime Minister, Mr. Mackenzie King, in a reference at Ottawa to the agreement signed by the British and Canadian Governments on 7th January.

Air Commodore G. C. Johnson, Deputy Chief of the Canadian Air Staff, and Air Commodore N. R. Anderson, Air Officer Commanding, Eastern Command, arrived in England in April for a period of attachment to the R.A.F. They will be attached to the staffs of the Chief of the Air Staff and the Air Officer Commanding-in-Chief, Coastal Command, respectively.

A number of technicians from the personnel in South America of Air France, the French civil air line, have proceeded to Montreal to join the Royal Canadian Air Force.

One Canadian factory which is producing fifteen Hurricanes a week has built and presented its own Hurricane to the R.A.F. Some seventy training centres in different parts of Canada are turning out more than 6,000 ground mechanics annually for the Royal Canadian Air Force and between 12,000 and 15,000 tradesmen for the Militia.

FOREIGN

ARGENTINA

A weekly air mail service between Buenos Aires and Puerto Aguirre, on the Brazilian border, with intermediate stops at Monte Caseros (Corrientes Province) and Posadas (Misiones Province) has been started by the Argentine Air Force.

The carriage of mails by part of a State's fighting services recalls the similar venture by the U.S. Army Air Service in 1934, and the still earlier mail service run by the R.A.F., between Baghdad and Cairo during the years 1922-1926, both subsequently taken over by Civil concerns.

FRANCE

According to a report in *The Aeroplane*, General Robert Odic has been appointed commander of the French Air Force in North Africa by the Vichy Government. This brings the units operating in Tunisia, Algeria and Morocco under unified control. It is stated that General Weygand is appealing to men to enlist in this force.

GERMANY

The Times Aeronautical Correspondent reports that the new mark of Messerschmitt fighter, the 109F, which is now in service, is designed to give better performance at greater altitude, and is said to be capable of about 380 miles an hour at 21,000 ft., and to have a service ceiling approaching 40,000 ft. It is fitted with an improved Mercedes Benz D.B. engine of 1,375 horse-power, and there are changes in the fuselage compared with the Me109E, the model which has been used for some time.

The latest version has a larger wing area, and instead of the familiar square-cut wing tips there are rounded wings. There are also minor modifications to the tail, and the armour protection for the pilot has been strengthened. The engine is powerfully supercharged to give better performance in the thin air at great heights.

Though likely to be an improvement on the 109E, the new Messerschmitt is unlikely to be a match for the newest marks of our Hurricanes and Spitfires, or for the Tornado and Typhoon.

UNITED STATES

It is reported in the press that the Americans are developing their parachute formations, and increased and intensive training is being carried out in conjunction with experiments in regard to equipment suitable for parachute troops. Last year the U.S. Army only had about 500 men trained in this form of warfare, but it is stated that the present plan is to train up to 6,000 men, all of whom will be volunteers and carefully selected.

REVIEWS OF BOOKS

GENERAL

Amphibious Warfare in British History. By Admiral Sir Herbert Richmond, K.C.B. (Historical Association Pamphlet No. 119.) 1s. 1d. post free to non-members.

In this pamphlet of thirty pages, the distinguished author deals with his subject under various headings according to the principal objects for which the amphibious operations were undertaken. Alluding to many of our oversea expeditions in the past, he summarizes the causes of their inception and the reasons for their success or failure. The conclusions he arrives at are briefly stated: his last sentence is worth noting: "In no operation of war are happy-go-lucky methods more certain to result in failure than in those of the amphibian type."

The British Empire and the War. By C. M. MacInnes, M.A. (Historical Association Pamphlet No. 118.) 1s. 1d. post free to non-members.

Less than twenty pages in length, this is a clear, concise and interesting description of the British Empire, of its component parts and of their reactions to the War. A stimulating pamphlet.

NAVAL

Brassey's Naval Annual, 1941. Edited by Rear-Admiral H. G. Thursfield. (William Clowes.) 25s.

The 52nd year of *Brassey's Naval Annual* sees it more welcome than ever, for it is very difficult for the average student of war to keep correct tally of naval events at the present time and a large part of this edition is devoted to a resume of events since they were brought up to the end of February, 1940, in the last issue. It might be argued that some of the chapters would be better combined; but that is a matter of opinion and many readers will find the present arrangements convenient in spite of a certain amount of overlapping.

Apart from the narrative of the War, which is naturally subject to the limitations imposed by discretion, the subjects dealt with are interesting, although not so numerous as in the ordinary peace-time make-up. Considering the present trend of events, one of the best of these is that devoted to the United States Navy by Captain D. C. Bingham, U.S.N., a well-known authority in his own country, who uses an official format to compress an immense amount of material without comment into a very small space, leaving ample room for expansion or argument to taste. Many points which are apt to be forgotten by British students of the American Navy are contained in a few words; for instance, mention of the American Act providing for compulsory registration and training of all males between the ages of 21 and 36 in the armed forces of the United States, concludes with the significant words—"All vacancies in the U.S. navy are being filled on a voluntary basis." There is material for a chapter, or even a book, in those few words.

Another particularly interesting chapter from the other side of the Atlantic is that on Mahan and the present war. It brings out many points which are particularly well worthy of study at the present time, not forgetting the limitations of the late Admiral Mahan. It is curious that the writer of this chapter, Dr. Rosinski, should have had to lament the failure of Mahan's fellow-countrymen

to commemorate the centenary of his birth, and we should have expected to find at least an editorial footnote recording the special honours done to his memory on that occasion by the Royal United Service Institution.

Mr. P. P. Graves' political knowledge is of great importance to the chapter on the Eastern Mediterranean.

Another interesting and well-written chapter is that devoted to "The Object in War," by the writer who recently filled a book on this subject under the *nom de plume* of "T.124." It is described in the preface as "An examination into the soundness, or otherwise, of the national strategy adopted by this country in the last war, which has cogent lessons at the present time." The weakness of his case is that it represents a very narrow naval outlook, and as such it is bound to arouse immediate opposition by students of war who take a wider view. It is regrettable that such able advocacy of an idea should betray such limited perspective. Apart from this, it must be obvious that many of the writers' arguments require considerable modification in the light of more recent events.

A word of special commendation is due to the excellent and topical illustrations, which help to make the new Brassey worthy of its high traditions.

The Journals of Sir Thomas Allin, 1660-1678. Edited by R. C. Anderson. Vol. II, 1667-8. (Navy Records Society, 1940.)

Sir Thomas Allin was a notable man of his time and Mr. Anderson's volume with its excellent introduction will make him better known. He commanded a ship at sea under Prince Rupert during the Civil War and went out in 1664 in command of a squadron of twelve ships to the Mediterranean to watch the Dutch and check the Algerines. His attack on the Dutch Smyrna convoy off Cadiz on 19th December, 1664, started the Second Dutch War, and Mr. Anderson makes it clear that his orders to do so came from home.

In 1666, Albemarle and Prince Rupert were in joint command of a fleet of eighty ships which was ready in May. France had just declared war and as it was thought that her fleet was coming up from the West, it was decided to send twenty-four ships down Channel to meet them. The responsibility for the division of the fleet has always been a doubtful point. Mr. Anderson throws much new light upon it. With his help and that of Mr. R. Shelley (*Mariner's Mirror*) it is possible to describe what happened. The suggestion to divide the fleet started with a letter on 11th May from Albemarle and Prince Rupert to Lord Arlington—the Secretary of State. It was discussed at a Privy Council on 13th May and Sir George Carteret—Treasurer of the Navy, and Sir William Coventry—the Lord High Admiral's Secretary, were sent to the Fleet to give them the King's view of it. They arrived aboard the flagship—the "Royal Charles," at the Nore on 14th May. Prince Rupert had gone off shooting so they told Albemarle their intelligence of the French fleet and that the King before taking resolution desired their opinions. Albemarle was in favour of sending a detachment down Channel to meet the French and when it was doubted whether he could spare the ships said stoutly, "Leave us sixty sail, we shall do well enough." It was decided that Albemarle should stay with sixty ships and Rupert should go with twenty. Rupert came on board and "liked it well." The King was given their opinion on 17th May, and on 22nd May the Duke of York, as Lord High Admiral, sent them the King's approval.

The fleet sailed for the Downs on 23rd May and received the Lord High Admiral's instructions on 25th May. Rupert in command of twenty ships was to proceed to the West to Belle Isle where he might expect the French fleet. On

the 23rd news reached London that the Dutch fleet would very shortly be out and Arlington advised Albemarle on 24th May, though the letter did not reach him till the 27th. A number of his ships were still fitting out in the Thames and at Portsmouth and on 28th May he asked what he should do if with less than seventy sail he met the Dutch. The Duke of York replied the same day that His Majesty thought it best to leave it "to your prudence," nevertheless judged that it might be expedient to proceed to the Gunfleet where he could wait his time to attack. Albemarle received this in the Downs on 29th May, the same day that Prince Rupert left him, and on 30th May called a meeting of his Flag Officers who advised him to proceed to the Swin as a safer place than the Gunfleet. On 30th May news reached London of the Dutch fleet of seventy-five sail having left the Texel on 21st May and the King summoning the Council decided to recall Prince Rupert at once. The Duke of York signed the letter of recall at midnight (30th May) and it reached Portsmouth at 5 p.m. 31st May, and went on to Prince Rupert and brought him back.

Albemarle, leaving the Downs for the Swin, sent no vessel of recall to Prince Rupert (he apparently did not want him back) and a copy of the letter to Prince Rupert sent by the Duke of York to Albemarle on 31st May probably did not reach him before the battle began. On 1st June at 8 a.m. he was on his way to the Swin when the Dutch were sighted to the eastward.

It has long been the historical fashion to decry everything that Charles II. did, and so every history book places on him the responsibility for any set-back. In this episode both his procedure and his advice were unimpeachable. The responsibility must lie chiefly with Albemarle and Prince Rupert, who is said to have wanted an independent command. Allin was Admiral of the Blue with his flag in the "Royal James." He had been one of Rupert's Captains in the Civil War. Prince Rupert selected his ship as a flagship, hoisted the Union in her and went off with some twenty ships down Channel.

Albemarle was left with some fifty-six ships, De Ruyter came out with some eighty-five and Albemarle engaged him. When the Dutch were sighted, the English fleet was not far from the Kentish Knock, and the subsequent Four Days Battle was fought, not off Dunkirk as most history books state, but between the Thames and the Dutch coast. Eleven flags were flying in the English fleet. Prince Rupert and Sir Thomas Allin did not meet the French in the Channel because the latter were not there but got back in time to support Albemarle. The war ended in 1667, and in 1668 Allin went in command of a squadron to the Mediterranean to protect English trade and was "Admiral in the Straits" till 1669, when he handed over the command to Sir Edmund Spragge. From 1671 to 1680 he was Comptroller of the Navy and was made a baronet in 1673.

Mr. Anderson from his wide knowledge of the XVIIth Century has been able in his scholarly introduction and notes to add much to the interest of this Journal which contains a number of old phrases used by Allin, such as a "running voyage," which meant a ship sailing by herself without convoy. His Journal shows him as first of all a seaman and navigator, careful of the dignity of England and of an English Admiral, punctilious about the number of guns in a salute, proud of the sailing qualities of his ship. His portrait as one of the twelve Flag Officers in 1666 was painted by Lely. Sir William Coventry thought him "one of the few fit to command." He dined with Pepys and "professed that he loved to get and save." "A sober man" he thought in 1666 "he was not so much advised with as he ought to be." He died in 1685.

The Journal is a useful addition to the naval history of the XVIIth Century, and its editor deserves a special meed of praise for the manner in which he has completed his labours in these not too easy times.

MILITARY

The Nature of Modern Warfare. By Captain Cyril Falls. (Methuen & Co.) 4s.

This excellent little volume of only one hundred pages contains four Lees Knowles lectures delivered by Captain Falls at Cambridge in January and February, 1941, on "The Doctrine of Total War," "The Mechanized Attack," "Tactics of Defence," and "Immutable Realities." In addition, there is a chapter entitled "Notes on Mountain War."

It is as well to be reminded of the full implications of total war; perhaps they are still not entirely grasped by many of us.

The chapter on "The Mechanized Attack" is most interesting—free from technicalities, lucid and informative. It gives a clear picture of mechanized tactics and emphasizes the importance of co-operation between tanks and aircraft. The value of the air arm is heavily stressed. "So long as land armies go to battle, so long will the air arm remain their spearhead," says the author, who also gives his opinion that "the Polish campaign and the campaign in the Low Countries and France mark an epoch in the history of warfare as regards the alliance of ground and air arms."

"Tactics of Defence" is another readable and instructive chapter. The principle of defence in depth is discussed fully and its value insisted upon.

In his "Notes on Mountain War" the author deduces lessons to be learnt from past experience. Writing before the German invasion of Yugo-Slavia and Greece, he says: "The air arm has already proved its value in mountain warfare, but it has not yet said its last word or displayed its full power."

The final chapter, "Immutable Realities," deals with strategy. It includes an appreciation of the role of sea power in strategy and a short consideration of the independent use of air forces.

Throughout his text the author does not overlook the human element in war. His last sentence reads: "Dogmatism which leaves out of account the human factor is worthless."

This book can be highly recommended.

Tinned Soldier. A Personal Record, 1919-1926. By Alec Dixon. (Jonathan Cape.) 10s. 6d.

The author, enlisting at the age of eighteen, served for seven years from 1919 onwards in the ranks of the Royal Tank Corps. In his Foreword Mr. Dixon writes: "It has been said of Doughty that, in writing of the Arabs, he brought out their virtues by a careful expression of their faults. And if I have tried to do as much for my comrades of the Royal Tank Corps it is because I feel that they would rather have sauce from an ex-sergeant than butter from a Field-Marshal."

The text of the chronicle bears out these introductory remarks. It is entirely free from sentimentality or false romance; possibly too much so for some tastes. The story is well written, bears the impress of sincerity, and is enlivened throughout by a humorous touch. Characters are concisely and skilfully delineated. Conditions of service and the nature of the personnel doubtless differ now from

what they were in the years immediately following the end of the last war; but no young officer who has not served in the ranks would fail to profit, or at least find food for thought, by reading this most readable little book.

The Art of Camouflage. By Lieut.-Colonel C. H. R. Chesney, D.S.O. (Robert Hale, Ltd.) 8s. 6d.

Most readers whether they be amateur or professional will find a great deal to interest them in this comprehensive and concise work on a specialized art: an art which has once more come into its own.

The biological aspect of Camouflage, on which all Camouflage work is based, has been ably and vividly dealt with in the opening chapters. An account of the work done by Nature in providing methods of concealment is followed by an inspired and aggressively marshalled sequence of facts and theories on Civil and Military Camouflage, set forth in an entertaining style.

It will probably raise many debatable points in the minds of the initiated, for in this, as in the ranks of other professions, more than one school of thought has developed since that which exercised itself only in terms of paint. The author's contention however, that Camouflage has not advanced beyond the experimental stage, is bound to meet with opposition, for there is much internal evidence that this book was written before the present war began, since when much progress has been made, though obviously details of its nature cannot be published now.

Although the general principles remain, as they always must, it can be said that, while some deductions are still valid, the development of enemy methods of air attack and the varying effectiveness of our defences make many of the premises on which the author bases his deductions invalid to-day. Nevertheless he has succeeded in putting before his readers an exceedingly interesting outline of the history of Camouflage, its principles and practice, which will appeal both to the initiated and the uninitiated alike, though there can be only one source of advice now for those in charge of property, namely, the official department in touch with all developments, who can consider national requirements in the light of the strategic situation.

The Brotherhood of Arms. By Major-General Geoffrey Brooke, C.B., D.S.O., M.C. (William Clowes & Sons, Ltd.) 6s.

This little book recounts in cheery and light-hearted fashion the author's reminiscences of the brighter side of the war of 1914-18 in France. It consists largely of anecdotes and is not intended to be a serious volume: rather does it seem that General Brooke's main purpose is to emphasize the value to the fighting soldier of a sense of humour, of good comradeship and a philosophic temperament, and to stress the importance of the human touch.

ADDITIONS TO THE LIBRARY

GENERAL

- GREAT DAYS. By Lt.-Colonel Frank Johnson. 8vo. (G. Bell & Sons, Ltd.) 18s
- BLACK RECORD: GERMANS PAST AND PRESENT. By Sir R. Vansittart. 8vo (Hamish Hamilton.) 6d.
- TRUTH ON THE TRAGEDY OF FRANCE. By Elie. J. Bois. Translated by N. S. Wilson. 8vo. (Hodder and Stoughton, Ltd.) 7s. 6d.
- RIBBONS AND MEDALS—NAVAL, MILITARY, AIR FORCE AND CIVIL. By Captain H. Taprell Dorling, D.S.O.; R.N. 8vo. (George Philip & Son, Ltd., 1940) 6s. 6d.
- I SAW IT HAPPEN IN NORWAY. By Carl J. Hambro. 8vo. (Hodder and Stoughton.) 7s. 6d.
- PROCEED, SERGEANT LAMB. By R. Graves. 8vo. (Methuen & Co.) 8s. 6d.
- BRITISH STRATEGY—MILITARY AND ECONOMIC. A Historical Review and its Contemporary Lessons. By Admiral Sir H. Richmond. 8vo. (Cambridge University Press.) 3s. 6d. Presented.
- DYNAMIC DEFENCE. By Liddell Hart. 8vo. (Faber & Faber, Ltd.) 2s. 6d.
- JOHN FRYER OF THE BOUNTY—Notes on his Career, Written by His Daughter, Mary Ann. Edited by Owen Rutter. (Golden Cockerel Press, 1939.) Presented.
- THE ART OF CAMOUFLAGE. By Lt.-Colonel C. H. R. Chesney, D.S.O. (Robert Hale, Ltd.) 8s. 6d. Presented.

NAVAL

- H.M.S. His Majesty's Ships and Their Forbears. By Cecil King. 8vo. (The Studio Publications.) 12s. 6d.
- THE JOURNAL OF SIR THOMAS ALLIN, Vol. II. Edited by R. C. Anderson. 8vo. (Naval Records Society, Vol. LXXX.)
- THE FLEET TO-DAY. By Vendall Banning. 8vo. (Funk and Wagnalls Company, New York, 1940.) \$2.50. Presented.
- BRASSEY'S NAVAL ANNUAL 1941. Edited by Rear-Admiral H. G. Thursfield. 8vo. (W. Clowes & Sons, Ltd.) 25s. Presented.

MILITARY

- THE BROTHERHOOD OF ARMS. By Major General G. Brooke. 8vo. (W. Clowes & Sons, Ltd.) 6s. Presented.
- THE DIARY OF A STAFF OFFICER—Air Intelligence Liaison Officer at Advanced Headquarters, North B.A.F.F., 1940. By Staff Officer. 8vo. (Methuen.) 4s.
- THE HIGHLAND INDEPENDENT COMPANIES OF 1745-1747. By Major I. H. Mackay Scobie. Cr. 8vo. (Reprinted from the Spring, 1941, issue of "The Journal of the Society for Army Historical Research.") Presented by the Author.
- THE NATURE OF MODERN WARFARE. By Captain Cyril Falls. 8vo. (Methuen & Co., Ltd.) 4s. Presented.

110th ANNIVERSARY MEETING

ON TUESDAY, 4TH MARCH, 1941, AT 3 P.M.

GENERAL SIR HARRY H. S. KNOX, K.C.B., D.S.O.
(Chairman of the Council), presiding.

THE SECRETARY read the notice convening the meeting, which had been published in *The Times*.

ANNUAL REPORT AND ACCOUNTS

The Council have the honour to present their Annual Report for 1940.

H.R.H. THE DUKE OF CONNAUGHT.

The following telegram was sent to H.R.H. the Duke of Connaught on 1st May :—

"The Council and Members of the Royal United Service Institution beg to offer their warmest greetings to their Royal President on his ninetieth birthday."

The following reply was received :—

"Grateful thanks to Council and Members for warm greetings.—
Arthur, President."

COUNCIL.

ELECTED MEMBERS.

Lieutenant-General Alan G. B. Bourne, C.B., D.S.O., M.V.O., was elected as the Member of the Council representing the Royal Marines in the vacancy caused by the resignation of Lieutenant-General Sir W. W. Godfrey, K.C.B., C.M.G., R.M.

Lieutenant-General Sir J. H. Marshall Cornwall, K.C.B., C.B.E., D.S.O., M.C., resigned from the Council on being appointed to a new command, and Major-General J. R. M. Minshull-Ford, C.B., D.S.O., M.C., has resigned on account of ill-health.

The following Members, having completed three years' service, retire, but offer themselves for re-election, for which they are eligible :—

ROYAL NAVY.

Vice-Admiral Sir Geoffrey Blake, K.C.B., D.S.O.

ROYAL NAVAL VOLUNTEER RESERVE.

Commodore the Earl Howe, C.B.E., V.D., R.N.V.R.

REGULAR ARMY.

General Sir Robert Whigham, G.C.B., K.C.M.G., D.S.O.

MILITIA.

Brigadier-General S. E. Massy-Lloyd, C.B.E.

TERRITORIAL ARMY.

Colonel F. D. Samuel, C.B.E., D.S.O., T.D.

Colonel B. Abel Smith, D.S.O., M.C., T.D., A.D.C.

There remain two Regular Army vacancies for which Major-General J. L. I. Hawkesworth, C.B.E., and Lieutenant-General G. Le Q. Martel, C.B., D.S.O., M.C., have been nominated.

REPRESENTATIVE MEMBERS.

Major-General A. E. Nye, M.C., succeeded Major-General E. L. Morris, O.B.E., M.C., as War Office Representative.

Air Commodore A. J. Capel, D.S.O., D.F.C., succeeded Air Commodore R. P. Willock as Air Ministry Representative.

EX-OFFICIO MEMBERS.

General Sir John G. Dill, K.C.B., C.M.G., D.S.O., M.C., succeeded Field Marshal Sir W. Edmund Ironside, G.C.B., C.M.G., D.S.O., on taking up the appointment of Chief of the Imperial General Staff.

Air Chief Marshal Sir Charles F. A. Portal, K.C.B., D.S.O., M.C., succeeded Air Chief Marshal Sir C. L. N. Newall, G.C.B., C.M.G., C.B.E., A.M., on taking up the appointment of Chief of the Air Staff.

Lieutenant-General Sir John Brown, K.C.B., C.M.G., D.S.O., T.D., Deputy Adjutant General (T), was elected an Ex-Officio Member of the Council during the abeyance of the office of Director-General of the Territorial Army.

MEMBERSHIP.

The total number of Members on the roll at the end of 1940 was 5,823 as compared with 6,068 in 1939. During the past year 71 members joined the Institution as compared with 267 in 1939. There were 129 withdrawals as compared with 150 in 1939; 31 Life Members and 107 Annual Members died; 49 Members were struck off for being two years in arrears with their subscriptions.

The details of members joining are as follows:—

Regular Army	...	...	...	...	...	...	48
Royal Navy	...	...	...	...	...	...	10
Indian Army	...	...	...	...	...	...	5
Royal Air Force	...	...	...	...	...	...	4
Dominion and Colonial Forces	...	...	...	...	...	...	2
Royal Naval Reserve	...	...	...	...	...	...	1
Royal Marines	...	...	...	...	...	...	1
							—
							71
							—

This gives a net decrease of 245. As the loss of Life Members does not affect the financial aspect, the financial loss on the year is 214.

WARTIME ARRANGEMENTS.

THE INSTITUTION: Circumstances permitting, the Institution will remain open during the War. Books can be sent from the Lending Library at the discretion of the Librarian.

All communications, except those intended for the Editor, should be addressed to the Secretary as usual.

THE MUSEUM: To enable measures to be taken for the security of exhibits, the Museum was closed as from the 24th August, 1939, and will remain closed for the duration of the War.

THE JOURNAL: Members and subscribers will continue to receive the quarterly Journal, which will be published as usual.

FINANCE.

The surplus of income over expenditure for 1940 amounts to £1,174 19s. 1d. as compared with a surplus of £479 19s. 7d. in 1939.

RECEIPTS.—The following is a comparison of receipts under the principal headings with the two previous years:—

	1940			1939			1938		
	£	s.	d.	£	s.	d.	£	s.	d.
Annual Subscriptions ...	5,575	16	0	5,923	10	0	5,847	11	6
Life Subscriptions ...	166	5	0	165	0	0	155	10	0
Special Exhibition in Theatre, opened May 11th, 1940.	90	14	0	981	5	0*	1,445	19	0
Journal Sales ...	1,133	2	7	974	14	4	940		0
Journal Advertisements	356	19	3	403	8	10	377	12	1

* Museum closed since August 24th.

EXPENDITURE.—This includes the cost of repairs necessitated by War Damage for which claims amounting to £67 13s. 0d. have been submitted. With the exception of Journal Printing and Fuel, there has been an appreciable saving under all headings of expenditure during 1940.

INVESTMENTS.—The Institution's holding in 3% Conversion Loan, 1948-53 has been realised and the proceeds invested in 3% Funding Stock, 1959-69.

One thousand pounds of the above surplus of income has been invested in 3% Defence Bonds.

JOURNAL.

The increasing popularity of the Journal is clearly indicated by a further record in sales and circulation. This particularly applies to the orders received from newly-formed units of the Army.

The Service Departments have continued to give facilities for the publication of articles by serving officers, and the Journal Committee hope that contributions will be received regularly from those who have ideas which might be helpful at the present juncture or which point the lessons of the history of warfare in the past.

Their thanks are due to the many writers of articles and reviews which have helped to keep the Journal going under difficult conditions.

LIBRARY.

Seventy-two volumes were added to the Library during the year.

Members are notified that, with the exception of some rare books which have been stored in a place of safety, the Lending Library can still provide the usual facilities.

THE MUSEUM.

In order to replace in some degree the Museum, which it has been necessary to close for the duration of the War, a special exhibition has been organized in the Theatre. This depicts the work of the fighting Services in the present war in the form of models, photographs and war relics. It is open free to all members of the Services in uniform and has proved very popular.

ROYAL UNITED SERVICE INSTITUTION.
BALANCE SHEET, 31st DECEMBER, 1940.

DR.

CR.

TO ACCUMULATED FUND—

	£	s.	d.	£	s.	d.
Excess of Assets over Liabilities, as at 31st December, 1939	...	...	107,431	13	5	
Add: Additions to Museum Exhibits during the year, per contra	...	...	52	9	6	
	107,484	2	11			
Add: Appreciation of Investments since 31st December, 1939, including profit on sale during year	...	...	689	10	6	
	108,173	13	5			
Add: Revenue Account—surplus per annexed Account	...	...	1,174	19	1	
	109,348	12	6			
MUSEUM EXHIBITS PURCHASE FUND	...	...	86	0	7	
LEASEHOLD REDEMPTION FUND	...	...	4,060	6	7	
LIFE SUBSCRIPTION FUND	...	...	1,574	0	10	
SUBSCRIPTIONS, ETC., PAID IN ADVANCE	...	...	68	11	0	
CREDITORS	...	...	872	14	8	

BERTRAM ABEL SMITH, *Chairman, Finance Committee.*
E. ALTHAM, *Secretary.*

£116,010 6 2

	£	s.	d.	£	s.	d.
By LEASEHOLD BUILDING, Whitehall, S.W.1.						
At Cost (covered by Insurance for £40,000)	23,101	16	8	
FURNITURE, FIXTURES, FITTINGS, BOOKS, MAPS, CHARTS, etc., as valued for Insurance at 31st December, 1936, with subsequent additions at cost	10,229	0	6	
MUSEUM EXHIBITS, Etc. (excluding Loan Collection)	57,919	0	6	
As at 31st December, 1939	52	9	6	
Additions during the year	57,971	10	0	
Note: The Museum Exhibits including Loan Collection (£10,388 6s. 0d.) are covered by Insurance for £68,946 6s. 0d.						
LEASEHOLD REDEMPTION FUND—						
Premiums paid to 31st December, 1939, on Insurance Policies for £23,100, expiring October, 1972	3,984	3	0	
Add: Premiums paid during year	66	3	7	
	4,060	6	7	
LIFE SUBSCRIPTION FUND—						
£1,403 18s. 3d. 2½% Conversion Loan, 1944-49, at market price, 31st December, 1940	1,403	13	3	
Cash at Bank on Deposit Account	170	7	7	
	1,574	0	10	
INVESTMENTS AT MARKET PRICE, 31st DECEMBER, 1940—						
£14,582 15s. 8d. 3% Funding Loan, 1939-69	14,509	17	3	
£1,479 18s. 11d. 2½% Conversion Loan, 1944-49	1,479	18	11	
£1,000 3% Defence Bonds	1,000	0	0	
	16,989	16	2	
DEBTORS AND AMOUNTS PAID IN ADVANCE	607	18	6	
CASH AT BANK AND IN HAND	1,475	16	11	
	£116,010	6	2	

TO THE MEMBERS OF THE ROYAL UNITED SERVICE INSTITUTION.

We have audited the above Balance Sheet dated 31st December, 1940, and have obtained all the information and explanations we have required. In our opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the Institution's affairs according to the best of our information and the explanations given to us and as shown by the books of the Institution.

ALDERMAN'S HOUSE,
BISHOPSGATE, LONDON, E.C.2.
10th February, 1941.

BARTON, MAYHEW & CO.,
Chartered Accountants,
Auditors.

CHESNEY MEMORIAL MEDAL FUND.
31ST DECEMBER, 1940.

DR.

CR.

	£	s.	d.	£	s.	d.
To Balance of Fund at 31st December, 1939 :—						
Cash at Bankers	32	18	7			
Investment at Market Price	187	9	0			
Dividends Received, less Tax				220	7	7
Income Tax recovered in respect of the year 1939-40				6	4	1
Appreciation of Investment since 31st December, 1939				1	8	10
				13	16	0
				<u>£241</u>	<u>16</u>	<u>8</u>
By Balance of Fund at 31st December, 1940 :—						
Cash at Bankers				40	11	6
Investment at Market Price—						
£230 Bengal & North Western Railway				201	5	0
3½ Preference Stock						
				<u>241</u>	<u>16</u>	<u>6</u>

We have audited the above Statement of the Chesney Memorial Medal Fund for the year ended 31st December, 1940, and certify the same to be correct.

ALDERMAN'S HOUSE,
BISHOPSGATE, LONDON, E.C.2.
10th February, 1941.

BARTON, MAYHEW & CO.,
Chartered Accountants,
Auditors.

HUNDRED-AND-TENTH ANNIVERSARY MEETING

TRENCH GASCOIGNE PRIZE FUND.

DR.

CR.

	£	s.	d.	£	s.	d.
To Balance of Fund at 31st December, 1939 :—						
Cash at Bankers	88	7	1			
Investments at Market Prices	1,257	5	0			
Dividends Received, less Tax				1,945	12	1
Dividends Received, Gross				33	10	3
Income Tax Recovered in respect of the year 1939-40				3	10	0
Appreciation of Investments since 31st December, 1939				19	11	0
				121	4	5
				<u>£1,523</u>	<u>7</u>	<u>9</u>
By First Prize Essay						
Balance of Fund at 31st December, 1940 :—						
Cash at Bankers				113	8	4
Investments at Market Prices :—						
£1,862 London & North Eastern Railway				1,275	9	5
3% Debenture Stock						
£100 3½% War Loan				103	0	0
				<u>1,491</u>	<u>17</u>	<u>9</u>
				<u>£1,523</u>	<u>7</u>	<u>9</u>

We have audited the above Statement of the Trench Gascoigne Prize Fund for the year ended 31st December, 1940, and certify the same to be correct.

ALDERMAN'S HOUSE,
BISHOPSGATE, LONDON, E.C.2.
10th February, 1941.

BARTON, MAYHEW & CO.,
Chartered Accountants,
Auditors.

BRACKENBURY MEMORIAL FUND.

31ST DECEMBER, 1940.

DR.

CR.

	£	s.	d.	£	s.	d.
To Balance of Fund at 31st December, 1939 :—						
Cash at Bankers	12	3	9			
Investment at Market Price	383	13	7			
				405	17	4
" Dividends Received, Gross				14	14	8
" Appreciation of Investment since 31st December, 1939				40	0	1
				<u>£460</u>	<u>12</u>	<u>1</u>
By Expenditure on Books, etc.						
" Royal United Service Institution—Administration Fee						
" Balance of Fund at 31st December, 1940 :—						
Cash at Bankers				16	10	5
" Investment at Market Price :—						
£421 1s. 0d. 3½% War Loan				433	13	8
				<u>450</u>	<u>4</u>	<u>1</u>
				<u>£460</u>	<u>12</u>	<u>1</u>

We have audited the above Statement of the Brackenbury Memorial Fund for the year ended 31st December, 1940, and certify the same to be correct.

ALDERMAN'S HOUSE,
BISHOPSGATE, LONDON, E.C.2.
10th February, 1941.

BARTON, MAYHEW & CO.,
Chartered Accountants,
Auditors.

EARDLEY-WILMOT MEDAL FUND.

31ST DECEMBER, 1940.

DR.

CR.

	£	s.	d.	£	s.	d.
To Balance of Fund at 31st December, 1939 :—						
Cash at Bankers	28	11	9			
Investment at Market Price	108	15	0			
				137	6	9
" Dividends Received, Gross				5	0	0
				<u>£142</u>	<u>6</u>	<u>9</u>
By Depreciation of Investment since 31st December, 1939						
" Balance of Fund at 31st December, 1940 :—						
Cash at Bankers				33	11	9
" Investment at Market Price :—						
£100 5% Conversion Loan 1944-64				107	15	0
				<u>141</u>	<u>6</u>	<u>9</u>
				<u>£142</u>	<u>6</u>	<u>9</u>

We have audited the above Statement of the Eardley-Wilmot Medal Fund for the year ended 31st December, 1940, and certify the same to be correct.

ALDERMAN'S HOUSE,
BISHOPSGATE, LONDON, E.C.2.
10th February, 1941.

BARTON, MAYHEW & CO.,
Chartered Accountants,
Auditors.

CHAIRMAN'S ADDRESS.

THE CHAIRMAN: As Chairman of the Council, I should like to say how glad we all feel that in the second year of the War this great Institution is, like "Johnnie Walker," still going strong. Perhaps, as this is our 110th Anniversary, it may be that our age has something to do with our usefulness; at any rate, in these days when youth is considered so important, it is refreshing to see that old age is also of use: that remark, I am sure, has the sympathy of most members of the Council!

During the past year we have lost fifty-six members through death on active service: that is only to be expected in the middle of a great war. Seventy-one new members joined during the year, but we have had reductions in our membership through death, resignations and failure to pay subscriptions, and the result is, as you will see in the Report, that we have a decrease of 245 members. All three Services have expanded enormously, and it does not seem satisfactory that the membership of this Institution has fallen. Of course many who might be members are on active service and there are many calls on people's time; but I cannot help feeling that there are officers in the Services who would at once join this Institution if the desirability of their doing so was brought to their notice. I therefore trust that members of the Council and other members of the Institution will do their best to get new members for us. Our membership should be increasing and not decreasing on account of the War. That we are useful to the Services is quite evident from the fact that our Journal now has the largest circulation that it has ever had since it was started in 1857; that is not only an indication of the usefulness of this Institution but also an indication of the excellent work of the Editor and the Assistant Editor.

We have been very fortunate in that our building has not suffered any direct damage. The Museum has been closed and we have taken the opportunity of putting our most valued exhibits in places of comparative safety. Public interest in the Institution has been maintained by the excellent exhibition that we have in the theatre. This exhibition has been visited by a considerable number of people. Now we are also going to move the Library to a place of greater safety, and I trust that that will not be an inconvenience to the members. The majority of them take their books out by post, and they will still be able to do so. We feel we should neglect no step to preserve our Library for use after the War.

We have been able to lend rooms in this building to various Government Departments which are pressed for space in Whitehall, and we are glad to help them in this way whenever we can.

Colonel Abel Smith, who unfortunately cannot be here to-day, and his Finance Committee are to be congratulated on the very satisfactory Balance Sheet which they have produced. By wise economies and careful control they have managed to invest £1,000 in Defence Bonds.

A special vote of thanks is due to the staff of this Institution. They are working here short-handed, under war conditions and great difficulties, with increasing responsibilities and increasing burdens; but they have borne it all cheerfully and as always have done their work well.

I have already mentioned Captain Altham's success in connection with the Journal. In addition to his work at the Admiralty he is giving all his spare time to the Institution, and I think we owe him a very special vote of thanks.

The everyday work of the Institution has been in the hands of Colonel Hughes (in addition to his duties in the Library), and he has been assisted by Captain Parker.

Miss Bickell has carried on the routine work of the office in her usual characteristically efficient manner.

To them and to all the rest of the staff we owe a very special vote of thanks.

We have lost our Assistant Editor, Colonel Armstrong, who is on active service in the Army. We are very fortunate in having secured a successor to him, Colonel F. E. Talbot, who has already taken over Colonel Armstrong's duties.

I now beg to move :—

"That the Report and Accounts, as circulated, be taken as read and adopted."

COLONEL J. JOSCELYN : I have much pleasure in seconding the proposition.

THE CHAIRMAN : Would any member like to ask any questions ? If not, I will now put the resolution to the meeting.

The resolution was put to the meeting and carried unanimously.

CAPTAIN J. F. B. VANDELEUR : I have much pleasure in moving :—

"That Messrs. Barton, Mayhew & Company be re-elected Auditors for the ensuing year at a fee of fifty guineas."

MR. G. H. BRENNAN : I beg to second that resolution.

The resolution was put to the meeting and carried unanimously.

On the motion of THE CHAIRMAN, the following candidates who had been nominated for the vacancies on the Council were duly elected :—

ROYAL NAVY (1 vacancy)

Vice-Admiral Sir Geoffrey Blake, K.C.B., D.S.O.

ROYAL NAVAL VOLUNTEER RESERVE (1 vacancy)

Commodore the Earl Howe, C.B.E., V.D., R.N.V.R.

REGULAR ARMY (3 vacancies)

Major-General J. L. I. Hawkesworth, C.B.E.

Lieut.-General G. Le Q. Martel, C.B., D.S.O., M.C.

General Sir Robert Whigham, G.C.B., K.C.M.G., D.S.O.

MILITIA (1 vacancy)

Brigadier-General S. E. Massy-Lloyd, C.B.E.

TERRITORIAL ARMY (2 vacancies)

Colonel F. D. Samuel, C.B.E., D.S.O., T.D.

Colonel B. Abel Smith, D.S.O., M.C., T.D., A.D.C.

THE CHAIRMAN : I now have to report the result of the Trench-Gascoigne Prize Essay Competition for 1940. The subject was : " How have the lessons of the war of 1914-18 been confirmed or modified by the experiences of the present war up to date ? " The Council decided the award of the second prize to the winner, who is Major Frederick Evans, M.B.E., R.A.M.C. Unfortunately Major Evans is unable to be present, but I am sure we should all like to congratulate him on winning the prize and we shall enjoy reading his essay in the Journal.

A MEMBER : What does " up to date " mean in the title of the essay ?

THE SECRETARY : Up to the time of sending in an essay. They had to be sent in by the 15th November last.

AIR-MARSHAL SIR EDWARD ELLINGTON, G.C.B., C.M.G., C.B.E. : I should like to propose a vote of thanks to the Chairman for presiding at this meeting.

The motion was carried by acclamation.

THE CHAIRMAN : Thank you very much. That concludes the business of the meeting.

The meeting then terminated.

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"SCORCHED EARTH," by Edgar Snow (Gollancz, 12s. 6d.). Important survey of China's resistance to aggression. Well worth reading.

"THE THIN BLUE LINE," by Charles Graves (Hutchinson, 5s.). The Story of the R.A.F. to-day, as typified in the lives of seven pilots. First-class.

Several V.C.s are among the Army chaplains who contribute to "FRONT LINE RELIGION" (Hodder, 5s.) under the editorship of the Rev. Ronald Selby Wright. Here we see the "Padre-Preacher" at his best and most inspiring. Among the best-sellers of Hodder & Stoughton are "SICK HEART RIVER" and "MEMORY HOLD - THE - DOOR," both by John Buchan; "RETURN VIA DUNKIRK," by Gun Buster, and "THE NAVY IN ACTION," by Taffrail; "TRUTH ON THE TRAGEDY OF FRANCE," by Elie J. Bois, and "INSIDE ITALY," by C. M. Franzero; while Jonathan Cape has "CANADA: AMERICA'S PROBLEM," by John MacCormac. Canada is possibly America's greatest future foreign problem, for her vital necessity in our defence system brings a new orientation of the Empire, a new balance of population, a new interpretation of the Monroe doctrine. The author speculates on the importance of these facts (price 10s. 6d.). "BRITAIN AND FRANCE," by Catherine Gavin. A thoughtful study of Anglo-French relations for the last seventy years, based on sound research and written with sympathetic insight. This is a valuable contribution both to history and politics (price 10s. 6d.). A new note is struck by "A TREASURY OF THE WORLD'S GREAT LETTERS, chosen and annotated by M. Lincoln Schuster" (Heinemann, 12s. 6d. net), and Beaverbrook's Achievement, "BIRTH OF A SPIT-FIRE!" by Gordon Beckles (Collins, 3s. 6d. net), speaks for itself. This book is, mostly, a tribute to the genius of Lord Beaverbrook.

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It describes the explosive effect he had upon the staid, slightly stereotyped aircraft industry when he created the Ministry of Aircraft Production in May, 1940. Other books by Collins include "HANKOW RETURN," by C. S. Archer. A Great Find; has written a thrilling first novel of an airman fighting in China during the War; ask your library for it! "BRITAIN BLOWS HER TRUMPET!" Ask to see the new 'Britain' books, at every bookseller's. "BRITAIN AND EUROPE," by Douglas Jerrold (Collins, 7s. 6d. net). Worth reading are "A SHORT HISTORY OF THE GERMANS," by Edgar Stern-Rubarth (Duckworth, 3s. 6d. net), "ITALY MILITANT," by Ernest Hambloch (Duckworth, 12s. 6d. net).

Among the publications of Jonathan Cape are: "A FRIEND OF FRANCE," by Ian C. Black (10s. 6d. net). Although this book is autobiography, it is a great deal more. Mr. Black was for many years associated in business with a French financial house; and he knows France intimately and loves the people. "A GREAT EXPERIMENT," by The Rt. Hon. The Viscount Cecil of Chelwood, P.C., K.C., M.A., D.C.L., LL.D. (16s. net). Viscount Cecil's name is so inseparably bound up with the League of Nations, that this autobiography could not be other than part, a big part, of the history of the past twenty years. At the same time, it is a personal history. "THE CRISIS OF CIVILIZATION," by Alfred Cobban (10s. 6d. net). Mr. Cobban re-examines the foundation of society in the light of our present circumstances, and endeavours to suggest a practical policy for the future. "TINNED SOLDIER," by Alec Dixon (10s. 6d. net), is the autobiography of an ordinary man in the ranks of the Royal Tank Corps, in that vague period between 1918 and to-day, when the Corps was nobody's legitimate child. It is frankly peace-time soldiering; but it shows brilliantly what life in the Army is to the average man with all its miseries and benefits. "I AM PER-SUADED," by Julian Duguid (10s. 6d. net). Mr. Duguid is one of that disillusioned generation, adolescent during the Great War, young in the futile twenties, which produced so large a crop of agnostics. "THE CHOICE BEFORE INDIA," by J. Chinna Durai (8s. 6d. net). Mr. Chinna Durai writes of the Indian problem without fanaticism. He recognizes to the full what the British have done for India. "ASSAM ADVENTURE," by F. Kingdon Ward (12s. 6d. net), deals with an expedition of 1,100 miles made from Assam into Southern Tibet in 1939. "I WAS ONE OF THEM." Since the beginning of the war the author of this book has travelled fifteen thousand miles, by plane, by sea, by train, by car, and on foot, covering ten countries of Europe; as a journalist, as a diplomat, as a soldier, and finally as a fugitive, he crossed the continent from the Black Sea to the Atlantic and from the Mediterranean to the Arctic Ocean (7s. 6d. net). "HISTORY IN MY TIME," by Otto Strasser. Otto Strasser, who is now beyond the reach of the Gestapo's long arm, has written a history of Europe from 1914 to 1933, a swiftly moving

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Make a point of reading "NOW AND THEN," published by Jonathan Cape. A little periodical, it is published as indicated by the title.

Two books published by Heinemann are above average interest to Service readers: "WINGED WORDS: OUR AIRMEN SPEAK FOR THEMSELVES" (8s.).

"Many of you will have been inspired by hearing some of the broadcast stories of the R.A.F. which appear in this book. . . . They describe exciting combats between Fighters by day and night, bombing raids over Germany and Italy, and other interesting points of Service life."

Preface by The Viscount Trenchard, Marshal of the Royal Air Force; and "OUT OF THE NIGHT," by Jan Valtin, will surely be one of the most discussed books of 1941. It is the ruthless "autobiography" of a secret agent of the Communist International, whose underground activities were carried on in many countries including Germany (where he was tortured by the Gestapo) and England (where his schemes were brought to nothing by the quiet competence of Scotland Yard).

Macmillan & Co. Ltd. spring list contains particulars of many useful books, including "GERMANY'S FIRST BID FOR COLONIES," by A. J. P. Taylor (7s. 6d. net). The creation of the German colonial empire in 1884 and 1885 has often been described, but it has never been explained. It is generally presented as having been forced on Bismarck; and the resultant quarrel with England is regarded as having been highly unwelcome to him. This book is peculiarly apposite in view of recent events.

"A HISTORY OF EUROPE," published by G. Bell & Sons (16s.) is a compact, comprehensive and carefully organised History of Europe from 1500 to the present, which has won wide renown in America. The author, Ferdinand Schevill, is Professor of Modern History at the University of Chicago and is well known for his *History of Florence*.

A book describing "HITLER'S 'NEW ORDER' IN EUROPE," by Paul Einzig (7s. 6d.). This book attempts to give a detailed account of the system which Nazi Germany intends to establish in conquered Europe. It examines critically the Nazi "New Order" scheme, and denounces its falsehoods in the light of the experience of the countries conquered by Germany.

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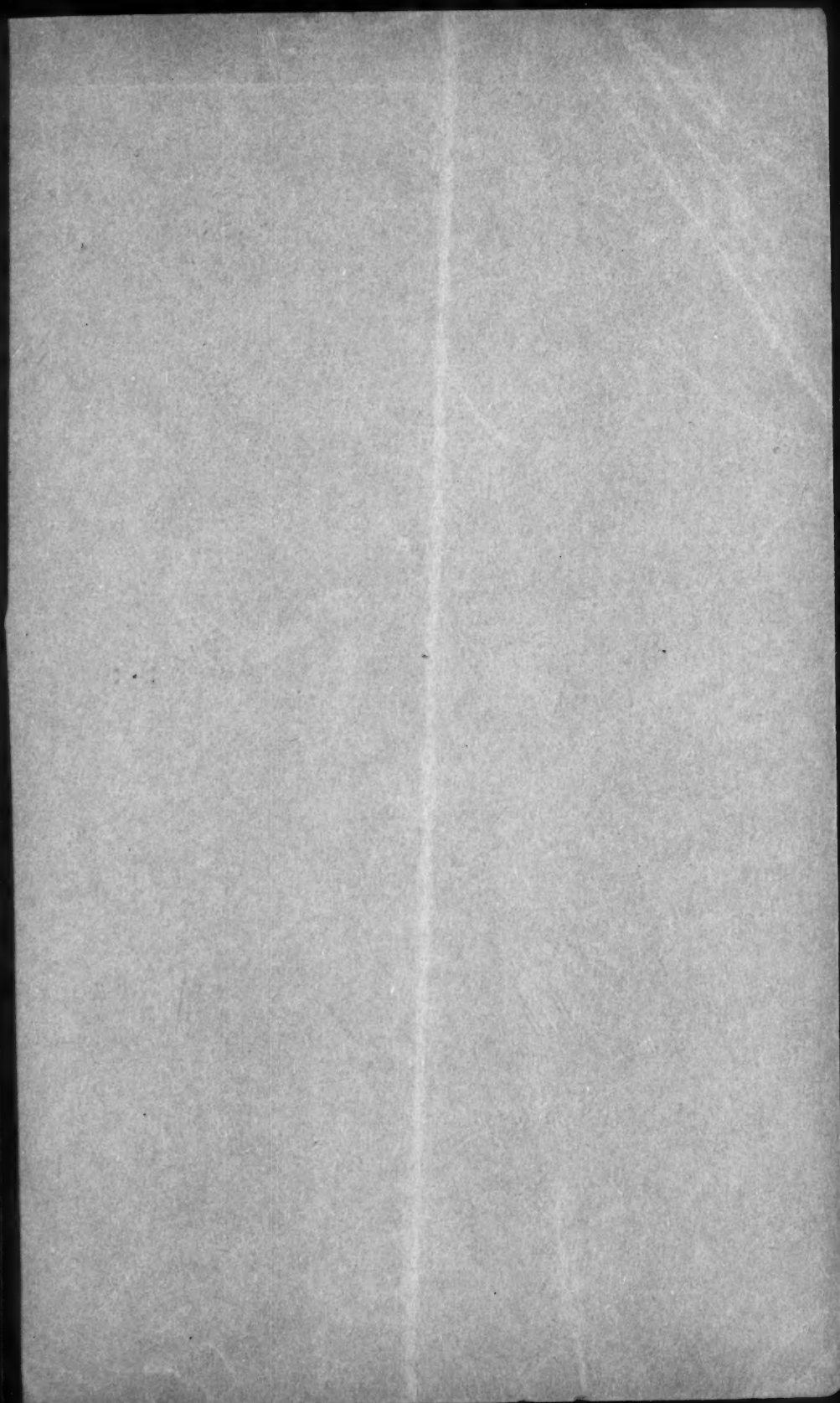
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